日四十二月四年三十部光

THE INTEREST AND RESPONSIBILITY of the

SEN in our Firm Ceased on the 24th November,

1886, and that of Mr. PAUL GERHARD

Hongkong & China, 14th February, 1887, 1401

HUBBE on the Slat December, 1884.

with light to fresh 8 to 8.E. winds, then wind Sign our Firm per procuration from this date.

late Mr. GEORG THEODOR SIEMS-

SIEMSSEN & Co.

Mr. JACOB RUFF has been authorized to FITHE Undersigned having taken over the

BANGKOK.

UNIVERSAL HOTEL.

above Establishment are prepared to

TURIOU & SCHUMACHER.

provide Visitors with the Best Accommodation,

both ARC and INCANDESCENT,

A. J. THOMPSON,

Acting Agent, Hongkopg.

Estimates furnished free.

Sth inst., and Amoy 12th, reports had light son-

to post moderate N.E. winds and fine weather.

therly winds and thick fog to Amoy; from thence

The British steamer Pembrokeshire, from

Kuchinotan 9th inst., reports first ten hours fine

changed to N. and N.W. with cloudy evereust

weather up to arrival with rain,

HONGKONG, MONDAY, MAY 16TH, 1887.

一耳禮

AGENTS for ELECTRIC LIGHTING, Prices as at the REFINERY; or Retail Orders Contents and Value of Packages are required.

will be delivered at addresses in town on appli-

JARDINE, MATHESON & Co.,

General Agenta,

cants forwarding their monthly requirements and carries a Doctor and Stewardess. in writing direct to the Refinery at East Point, | For Further Particulars, apply to



PRICE \$23 PER MONTH

THE Undersigned, Agents for Messrs.

British North Borneo, are now prepared to

TIMBERS suitable for Wharves, Building and

GIPP, LIVINGSTON & Co.:

The Steamer has splendid Accommodation submit for inspection Samples of hard and soft

MELCHERS & Co.

General purposes.

E.E. ABRAHAMSON & Co., Sandakan,

魏六十月五英港香 **姚三十六百一千九**第 INTIMATIONS. AUCTION INTIMATIONS. BANKS. ADVERTISEMENTS. ADVERTISEME ITS. SHIFFING PUBLIC AUCTION TIFE ASSURANCE. THE HONGKONG & KOWLOON WHARF THE CHINA AND MANILA STEAM ARRIVAL'S. TTONGKONG&SHANGHAIBANKING THEATRE AND GODOWN COMPANY, SHIP COMPANY, LIMITED. CORPORATION May 13, Partridge, British str., 263, Stavers, WHEN it is remembered that a Life Assur-HYDRAULIC MACHINERY. LIMITED. FOR MANILA VIA AMOY. CITY HALL Pakhoi, and Hoihow 10th May, General.-YOTICE is hereby given that an EXTRA-THE Undersigned has received instructions THE Company's Steamship RESERVE FUND 4,500,000 ADAMSON, BELL & Co. filled a quarter or even half a century ORDINARY GENERAL MEETING TO-MORROW (TUESDAY) EVENING to Sell by Public Auction. RESERVELIABILITY OF PROPRIETORS 7,500,000 will be held at the Company's Office in Pedder Street, Hongkong, THIS DAY (MONDAY), the 16th day of May, 1887, at 12 of the CLOCK, May 14, Kutsang, British str., 1,495, Jackson, after being entered into, it will be readily. "ZAFIRO." the 17th May, 1887. Captain Talbot, will be despatched for the above Shanghai 8th May, and Amoy 12th; Gone-FRIDAY, understood how important it is that the COURT OF DIRECTORS:-Port on WEDNESDAY, the 18th instant, at ALINGER'S ENGLISH the 3rd June, 1887, at 11 A.M., at the Wanchei ral.-JARDINE, MATHESON & Co. past record as well as the present manage-Chairman-M. GROTE, Esq. Noon, at which the Special Resolutions passed FOUR P.M. Godown Company's Godowns, Wanchai, May 14. PEMBROKESHIRE, British str., 1,416, ment of the Office selected should be care-Deputy Chairman-C. D. Bottomler, Esq. on the 30th ultimo will be submitted for con-For Freight or Passage, apply to BOUFFE COMPANY. I. Boll-Irving. Hon. J. Bell-Irving.
H. L. Dadrymple, Esq. Hon. A. P. McEwen. F. H. M. Huntington, Es D. Williams, Kuchinotzu 9th Nay, Coals fully considered. For Prospectuses and FOR ACCOUNT OF WHOM IT MAY CONCERN. firmation. RUSSELL & Co., Business Manager: Mr. N. SALINGER. ISAAC HUGHES, Annual Report of the STANDARD W. H.F. Darby, Esq. and General. ADAMSON, BELL & Co. A. McIver, Esq. Hon. F.D. Sassoon. General Managers. HYDRAULIC MACHINERY consisting o Stage Manager: Mr. A. RIGBY. Hongkong, 16th May, 1887. May 14. PARTHIA, British str., 2,035, C. C. H. Hoppius, Esq. one Cornish Boiler, 14 feet 6 inches long LIFE OFFICE CHIEF MANAGER. Hongkong, 16th May, 1887. and 4 feet 9 inches diameter, Complete with Brough, Koh Si Chang 9th May, Rice .-NORDDEUTSCHER LLOYD. Grand Production of GILBERT & SULLIVAN'S Apply to the Hongkong-Thomas Jackson, Esq. Mountings, Pipes, &c., &c. Latest Japanese Comic Opera in Two Acts THE RICHMOND TERRACE ESTATE ADAMSON, BELL & Co. ACTING CHIEF MANAGER. BORNEO COMPANY, LIMITED, NOTICE. ONE PAIRHIGHPRESSURECYLINDERS AND BUILDING COMPANY. Hongkong—JOHN WALTER, Esq. MANAGER. "THE MIKADO," May 14, Yortigers, British steamer, 876, J. Agents, Hongkong. LIMITED. 62 diameter of Cylinder, 12 inch Stroke. STEAM TO YOKOHAMA, KOBE, AND Brown, Saigon 9th May, Rice and Paddy. TWO DIRECT ACTING PUMPS, 24 inch Shanghai-EWEN CAMERON, Esq. "THE TOWN OF TITIPU." NAGASAKI. -ARNHOLD, KARBERG & Co. NOTICE is hereby given that the ORDIN-ARY YEARLY MEETING of the . NEW MUSIC. ONDON BANKERS-LONDON & COUNTY BANK. diameter, 12 inch Stroke. (Passing through the INLAND SEA). IN ITS ENTIRE ORIGINALITY, May 14, MERLIN, British gunboat, Commander TEW Violin and Piano Duets. HE Company's Steamer SHAREHOLDERS of the Company will be held at No. 36, Queen's Road, THIS DAY (MONDAY), the 16th instant, at 8 o'clock in Maturin, Canton 13th May. HONGKONG-INTEREST ALLOWED. CHARACTERS: ACCUMULATORS with moving load of 14 On Current Deposit Account at the rate May 14, SALTEE, French steamer, 323, J. Roze, "GENERAL WERDER! THE MIKADO OF JAPAN, Mr. FRANK D'ESTE New Piano and Harmonium or American per cent, per Annum on the daily balance. Captain W. von Schukmann, will leave for the Haiplong 11th May, General.-A. R. MAR-NANKI Po-His son, dis-THE AFTERNOON, for the purpose of receiving RAMS, 14 diameter, producing a pressure of Organ Duets. On Fired Deposits :above Ports on or about the 20th instant. the Report of the General Manager, together guised as a wandering . ARTHUR FAW. 209 lbs. per square inch, most suitable for For 3 months 3 per Cent. per Annum. New part Songs for Male Voices. For further Particulars, apply to minstreland in love with with a Statement of Accusts to the 31st Decem-May 14, Signat, German steamer, 385, J. A. Sugar Lefinery, Warehouses, &c. MELCHERS & Co., For 6 months 4 per Cent. per Annum. New part Songs for Mixed Voices. Yum Yum For 12 months 5 per Cent, per Annum. HYURAULIC LIFT for Wharfs, &c., &c. Bruhn, Hollow 18th May, Ballast - SIEMS. The REGISTER OF SHARES will be CLOSED Agents. Ko-ko-Lord High Exe-New Anthems. LOCAL BILLS DISCOUNTED ARTHURRIGEY -Hongkong, 16th May, 1887. cutioner of Titipu) SEN Co. . from THURSDAY, the 12th instant, to MON-CREDITS granted on approved Securities, and New Voluntaries for Harmonium or American POOH BAH-(Lord High" DAY, the 16th instant, both days inclusive, dur-PWO STEAM DRYERS. May 15, GLAUCUS, British steamer, 1,382, W H. SALINGER every description of Banking and Exchange "GLEN" LINE OF STEAM PACKETS ing which period no Transfer of Shares can be everything else) TERMS OF SALE.-Cash on delivery. T. Hannah, Shanghai 10th May, Amoy 13th, business transacted. FOR NAGASAKI, KOBE, AND PIBR TUSK-(A Noble New Music (Solos and Duets) for Beginners. registered. For further particulars, apply to G. C. Wilson DRAFTS granted on London and the chief and Switow 14th, General -BUTTERFIELD JOHN WILLMOTT, YOKOHAMA. New Nursery Songs-for Children. commercial places in Europe, India, Australia, A. G. GURDON & Co., YUM-YUM) Three Sig-) Miss L. SALINGER HE Steamship & Swire. Secretary. New Soprano, Mezzo Soprano and Contralto America. China and Japan. PITTI-SING | ters. Wards ELSA WILSON Hongkong, 16th May, 1887. Bowrington. May 15, Peking, British steamer, 954, G. Hener-JOHN WALTER. PREE-RO) of Ko-Ko G. R. LAMMERT ALICEE MMETT "GLENARTNEY," mann, Shanghai 12th May, General.-New Tenor, Bazitone, and Bass Songs. . . Acting Chief Manager. Captain Mackinlay, will be despatched as above THE SHARK FISHERY COMPANY, Katrana—(Au 'elderly' Hongkong, 26th February, 1887. New Songs by Milton Wellings, Cowen SIEMSSEN & Co. ., TillieSaroney on SATURDAY, the 21st instant, at Noon. lady in love with Nan-LIMITED. Lohr, Molloy, Isidore de Lara, Stephen ki Poo)..... May. 15, TEHERAN, British steamer, 1,684, F. Hongkong, 14th May, 1887. For Freight or Passage, apply to NOTICE. Adams, &c. H. Seymour, Yokohama 2nd May, Mails and JARDINE, MATHESON & Co... CAPITAL \$30,000 IN 1.210 SHARES OF \$25 EACH New Valses and Polkas by Waldtenfel, CHORUS OF NOBLES, GUARDS, &c. NOTICES TO CONSIGNEES. DULES OF THE HONGKONG General.-P. & O. S. N. Co. Agents. PAYABLE TWENTY DOLLARS ON ALLOT-Bacalossi, Coote, &c. SAVINGS BANK. Hongkong, 14th May, 1887. May 15, Zariro, British steamer, 675, Talbot, MENT AND THE BALANCE WEEN AND AS SYNOPSIS OF SCENERY. New Comic Songs by Macdermott, Herbert OCEAN STEAMSHIP COMPANY. STEAMSHIP "ANADYR." THE DIRECTORS MAY THINK FIT. Campbell, Arthur Lloyd, James Fawn, &c., Manila 12th May, General,-Russell & Co. 1.—The business of the above Bank will be COMPAGNIE DES MESSAGERIES conducted by the Hongkong and Shanghai May 15, VELOX, German steamer, 636, M. Kall-FOR SHANGHAL COURT YARD OF KO-KO'S OFFICIAL MUSICSENT ON APPROVAL ON APPLICATION. DIRECTORS: Banking Corporation, on their premises in MARITIMES. (Taking Cargo and Passengers at through rates sen. Newchwang and Chefeo 7th May, Ge-G. DE CHAMPEAUX, Esq. RESIDENCE LANE, CRAWFORD & Co. Hongkong. Business hours on week-days, 10 for NINOPO, CHEFOO, NEWCHWANG, TIENTSIN. neral.—Ed. Schellnass & Co. Hongkong 19th April, 1887. J. C. ROSSELET, Esq. Act II. to 3; Saturdays, 10 to 1 NOTICE. HANKOW, and Ports on the YANGTSZE). May 15; Ashington, British steamer, 809, Rey-G. F. GRAHAM, Esq. KO-KO'S GARDEN. 2.—Sums less than \$1, or more than \$250 at LIMITED WALSH, IHE Company's Steamship nell, Whampon 15th May, General.—Siems. MONSIGNEES of Cargo from London, one time will not be received. No depositor SECRETARY: The beautiful New and Costly Dresses are may deposit more than \$2,500 in any one year. MR. J. WILLMOTTS. NEW AND POPULAR BOOKS sen & Co. Antwerp, and Havre, Ex S. S. "INDUS" "PATROCLUS." Masterpieces of the Japanese Tailoring and "ROMAUL," in connection with the Captain Thompson, will be despatched as above .3.—Depositors in the Savings Bank having JUST BECEIVED May 15. FU-YEW, Chinese steamer, 890, Bucha Art, and have been made especially for this above Steamer, are hereby informed that their on SUNDAY, the 22nd instant.

Goods, with the exception of Oplum, Treasure, For Freight or Passage, apply to HE STATESMAN'S YEAR BOOK: 1887. \$100 or more at their credit may at their option BANKERS: nan, Whampon 15th May, General,-C. M Company by the leading Court Tailor of transfer the same to the Hongkong and Shang-HONGKONG AND SHANGE Arnold's India Revisited. S. N. Co. Tokio, and represent carefully the Ancient hai Banking Corporation on fixed deposit for BANKING CORPORATION. BUTTERFIELD & SWIRE, Agents. Paris Herself Again, by G. A. Sala-new and Valuables, are being landed and stored at Costumes of old Japan. their risks at the Company's Godowns, whence 12 months at 5 per cent. per annum interest. May 15, YANGTSZE, British steamer, 814, Schulz, and cheap Edition. Hongkong, 16th May, 1887. Solicitors: Reminiscences and Opinions, by Sir F. H. 4.—Interest at the rate of 35 per cent. per delivery may be obtained immediately after FOR SINGAPORE, HAVRE, AND Whampon 15th May, General.—Stemssen SPLENDID NEW SCENERY, CHORUS OF JAPS. MESSES. WOTTON & DEACON. annum will be allowed to Depositors on their HUMBURG VIA SUEZ CANAL. daily balances. Optional Cargo will be forwarded on unless Jilts, and other social Photographs, by E. MUSICAL DIRECTOR ... Mr. H. W. POWTS WOOD COMPANY'S OFFICE: 5.—Fach Depositor will be supplied gratis May 15, BORNEO, Dutch steamer, 1,433, J intimation is received from the Consignees (Taking Cargo at through rates to ANTWERP, Grenville Murray, LEADER OF ORCHESTRA...Mr. C. SCHROEDER 36, Queen's Road, Hongkong. with a Pass-Book, which must be presented with Horse Racing in France, R. Black. before 10 A.M., TO-MORROW (SATURDAY), Wilkens, Batavia 1st May, General JAR-AMSTERDAM, ROTTERDAM, LONDON, LIVEReach payment or withdrawal. Depositors must ABRIDGED PROSPECTUS. Fleming's "The Practical Horse Keeper." PRICES OF ADMISSION: requesting it to be landed here. POOL, and BREMEN. DINE, MATHESON & Co. Dress Circle and Stalls \$2,00 Lillie's "Buddhism in Christianity." not make any entries themselves in their Pass-Bills of Lading will be countersigned by the FITHE Steamship Books, but should send them to be written up Electricity in the Service of Man. Back Seats 1.00 The Company was incorporated as a Company Undersigned. at least twice a year, about the beginning of Very's "Navies of the World." limited by Shares on the 30th April, 1887, for Goods remaining unclaimed after SATUR-CLEARANCES. " ELECTRA? -Military-and Sailors-in-uniform-Half-price, to A Short History of India, by J. Talbays January and beginning of July. carrying on a fishery for Sharks and other DAY, the 21st May, at 'OON, will be subject Captain L. Madsen, will be despatched for the AT THE HARBOUR MASTER'S OFFICE. buck seats only. Marine Products such as Tortoise Shell and to rent and landing charges at One Cent per above Ports on MONDAY, the 23rd instant, at 6.—Correspondence as to the business of the Kirke's Handbook of Physiology. Bank if marked On Hongkong Savings Bank 14TH MAY. Beche-de-Mer. package per diem. ELEVEN A.M. To avoid disappointment secure your seats For Freight or Passage, apply to SIEMSSEN & Co., Electricity; its Theory, Sources and Applica-Business is forwarded free by the various Taisang, British str., for Singapore. All Claims must be sent in to me on or before The White Shark is a product of great British Post Offices in Hongkong and China, commercial value on account of its fins which the 23rd May, (MONDAY), or they will not tion, by Sprague.
Practical Electricity, by W. E. Ayrton, Belgio, British str., for Yokohama. are used as food by the Chinese, the oil which is be recognized. 7.—Withdrawais may be made on demand, Reserved Seats may be booked at Messrs. but the personal attendance of the Depositor or Formosa, British str., for Swatow. The Steam Engine, by G. C. V. Holmes. KELLY & WAISH'S Limited, where a plan of the No Fire Insurance has been effected. prepared from its liver, and its skip. Hongkong, 14th May, 1887. his duly appointed Agent, and the production of his Pass-Book are necessary. Molesworth's History of England, complete in There is a region in the Pacific Ocean where Mongkut, British str., for Swatow. G. DE CHAMPEAUX. fall may be seen. OCEAN STEAMSHIP COMPANY. these Sharks abound in such numbers that there Mosser, British str., for Saigon. Doors open at 8.30 P.M. To commence at 9 P.M. Hur Majesty's Colonies. is little doubt of the success of an expedition for For the Hongkong and Shanghai Bank-Hongkong, 13th May, 1887 Diamante, British str., for Amoy. FOR LONDON, VIA SUEZ CANAL. Macleod's Theory and Practice of Banking. ING COBPORATION. Hongkong, 16th May, 1887. their capture. Hesperia; German str., for Singapore. GLEN" LINE OF STEAM PACKETS. Cheap Editions of "King Solomon's Mines," TIME Company's Steamship. JOHN WALTER, The Company will acquire and fit a suitable ROMAO LOURENCO DO ROZARIO, Wilhelm Meyer, German sol, for Takao. Acting Chief Manager. "She," &c., &c. Vessel and have secured the services of Captain DECEASED. FROM GLASGOW, LONDON, PENANG, "ULYSSES." Hongkong-Sth May, 1885. $-\mathbf{A}_{\mathbf{L}}$ so. $-\mathbf{J}_{\mathbf{U}}$ st $-\mathbf{I}_{\mathbf{S}}$ st \mathbf{U} e.D. F. D. WALKER as leader of the expedition. Southow, British str., for Hollow. Captain Bremner, will be despatched as above SINGAPORE, AND SAIGON. MEN OF THE TITE 12TH EDITION. This Gentleman has full knowledge of the habitat of the species of this fish. TOTICE.—Letters of Administration have Pariridge, British str., for Hothow. ORIENTAL BAN on MONDAY, the 23rd inst. been granted by the Supreme Court to KELLY & WALSH, LD., HONGKONG. CORPORATION_LIMITED_ For Freight or Passage apply to. In lieu of a fixed salety Captain WATKER AGOSTANDED COMPRESSOR CHOMPANO BUTTERFIELD & SWIRE, Agents. "GLENSHIEL" DEPARTURES. will receive the percentage presently shown, and will himself pay the salaries of the first, second, and all Persons having CLAIMS against the AUTHORISED CAPITAL£2,000,000. UTLER, PALMER & having arrived from the above Ports, Consignees Hongkong, 16th May, 1887. Estate of the said ROMAO LOURENCO DO May 14, Melita, German steamer, for Hollow. ESTABLISHED IN 1815. Cargo by her are hereby informed that their NORDDEUTSCHER LLOYD. and third Officers. The crew will receive a gua-Rozanio, deceased, are requested to send in OF LONDON, BORDEAUX, CALCUTTA, BONDAY, Goods, with the exception of Opium, are being May 14, MARIANNE, French bark, for Iloilo. Registered Office, 40, THREADNEEDLE STREET, ranteed minimum for wages and the Bonus or particulars of their Claims to us, the under-MADRAS, LAHORE, KURRACHEE, &c. landed at their risk into the Godowns of the May 14, ZAMBESI, British str., for Singapore. NOTICE. percentage presently montioued.

Provisions and outlits for a voyage estimated. LONDON. signed, Solicitors for the Administrator, or to Undersigned whence and/orfrom the wharves or Are represented in China by May 14, Tsinan, British str., for Port Darwin, the said Agostinho Guilherme Romano, on Messes. Jardine, Matheson & Co. boats delivery may be obtained STEAM TO SHANGHAI. BRANCHES IN INDIA, CHINA, JAPAN for one year from departure will be provided. or before the 9th day of August, 1887. Cargo remaining undelivered after the 16th IT HE Company's Steamer SIEMBBEN & Co.....* The Company have agreed in consideration of Captoin WALKER's preliminary services, and of his disclosing the scene of operations to allot him AND THE COLONIES. Dated the 9th day of May, 1897. May 14, Audacious, British frig., for Nagasuki. LANE, CRAWFORD & Co. & by* inst, will be subject to rent. CALDWELL & WILKISON, H. E. REYNELL & Co. in Japan. THE BANK receives money on Deposit May 14, LEANDER, British cruis, for Nagasaki. No Fire Insurance has been offeoted. " SACHSEN." Solicitors for the Administrator. Buys and Sells Bills of Exchange, issues Bills of Lading will be countersigned by Subjoined are some of the items consigned by Captain Tagger, will leave for the above place 200 fully paid up shares.

The following figures give the estimated yield May 14. ANADYR, French str., for Shanghai. -50. Queen's Road. Letters of Credit, forwards Bills for Collection JARDINE, MATHESON & Co., about 21 hours after arrival with the outward 9831 these well-known Shippers May 14, BELGIC, British str., for S. Francisco. Hongkong. SPIRITS. and Transacts Banking and Agency Business German Mail. Agents. of the Fishery:-May 14, DIAMANTE, British str., for Manila. COGNAC-The popular "4 Star" quality and generally on terms to be had on application. Hongkong, 9th May, 1887. For further Particulars, apply to NOTICE. May 14, FORMOSA, British str., for Tamsui. MELCHERS & Co.. UCEAN STEAMSHIP COMPANY. 1,200 shares of \$25 each of which \$20 TATE Have THIS DAY REMOVED to the Interest allowed on Deposits:— COGNAC-The well-known "2 Star" quality. May 14, Fushun, Chinese str., for Shanghai. each will be paid on allotment ... Fixed for 12 months, 5 per Cont. per Annum WHISKY SCOTCH, in Heart Shaped hottles. 2ND FLOOR of No. 5, Queen's Road NONSIGNEES per Company's Steamer Hongkong, 16th May, 1887. May 14, MENZALEH, French str., for Jepan. Estimated cost of ship and outfit, ap-Fixed for 6 months, 4 per Cent. per Annum a speciality. paratus, stores, insurance, advance Fixed for 3 months, 3 per Cent. per Annum. WHISKY SCOTCH, in Ordinary bottles. May 14, Mongkur, British str., for Baugkok. are hereby notified that the Cargo is being dis-LINSTEAD & DAVIS. OCCIDENTAL AND ORIENTAL STEAM. wages to Crew, &c. \$20,000 On Current Deposit Accounts 2 per Cent. per Hongkong, 14th May, 1887. May 14, Kutsane, British str., for Whampon, The "Glenlivet" Whisky in round bottles. charged into Craft, and/or landed at the Go-SHIP COMPANY. Preliminary expenses and con-Augum on the daily balance. The "Square bottle" Whisky of Napier John-May 14, Taisang, British str., for Calcutta. downs of the Undersigned; in both cases it will tingencies 5,000 FOR SALE TAKING CARGO AND PASSENGERS lie at Consignees' risk. The Cargo will be ready Bonus to Captain-Walker APPROVED CLAIMS on the ORIENTAL May 15, Chalmsford, British sch., for Iloilo. TO JAPAN, THE UNITED STATES. The Celebrated " CARLTON"-II years old. for delivery from Craft or Godown on and after BANK CORPORATION, in Liquidation, or the TIME GOODWILL and STOCK-IN-May 15, WILHELM MEYER. German sch., for WHISKY IRI-H, the best relected, very fine. MEXICO. the 10th inst. TRADE of the old and well-known BALANCES of such Claims purchased on ESTIMATED REVENUE. N.B.-All the above Spirits are of excellent advantageous terms. CENTRAL AND SOUTH AMERICA Takao. Goods undelivered after the 17th inst., will Establishment "The Honggone Soda WATER Preceeds of 200 tons [50,400] AND EUROPE: quality, and are recommended be subject to Rent. May 15, Mosser, British str., for Saigon. Agency of the NATIONAL LIFE ASSURANCE gals.) shark liver oil at 880 MANUFACTURING Co., Hollywood Road, Nos. WINES. BUTTERFIELD & SWIRE, Agents. per ton \$16,000 May 15, PARTRIDGE, British str., for Haiphong. THE OVERLAND RAILWAYS, For Invalida use, PORT & SHERRY-Very Hongkong, 9th May, 1887. E. W. RUTTER, The fish producing this quan-Superior and reliable. AMOROSO, MANZA-Apply to May 15, Soochow, British str., for Hollow. Manager, Hongkong Branch. tity of oil will yield 500 piculs NOTICE TO CONSIGNEES. M. A. DE CARVALHO. ATLANTIC AND OTHER CONNECTING NILLA & PALE DEY SHEBRY, distin-May 15, PEKING, British str., for Whampoa. Hongkong, 12th March; 1887. superior fins at \$80 40,000 Hougkong, 16th May, 1887. guished by Blue, Black, and White Seals, STEAMERS. COMPAGNIE DES MESSAGERIES Skins, Tortoise Shell, Becke-de-TAT BREWER HAS JUST RECEIVED Charming Wines. Suit all tastes. "THE Steamship "SAN PABLO" will be MARITIMES. PASSENGERS. Mer, and sandries are not INTIMATIONS. LARET, vig., Mouton, Larose, St. Estephe. PAQUEEOTS POSTE FRANCAIS. despatched for San Francisco, via Yokovalued, although they may ARRIVEU. Medoc in Quarts & Pints. Need no recombe expected to produce about Reed's Engineer's Hand Book. hama, on THURSDAY, the 2nd June, at CHINA SUGAR REFINING COMPANY, ONSIGNEES of the following Cargo are Per Partridge, str., from Pakhoi and Hoihow. mendation. Reed's Extra Chief's Examination. -Mr. Oscar Noote, and 18 Chinese. requested to send in their Bills of Lading For Prices apply to either of the above Firms LIMITED. ESTIMATED EXPENDITURE. Connection being made at Yokohama with to the undersigned for countersignature, and take immediate delivery. This Cargo has been Reed's Engineer's Private Log. Per Vortigern, str., from Saigon.-31 Chinese. Landing, sorting, and Agents Commis-Steamers from Shanghai and Japan Ports. ERTIFICATE No. 328, with Transfer Per Borneo, str., from Batavia .- Messrs. Spon's Mechanic's Own Book. THE PUNJOM AND SUNGHIE DUA sion on sales 124 per cent. ... \$7,000 attaches for 16 SHARES of this Company All PARCEL PACKAGES should be marked to Francisco Pereira and Herling, and 61 Chinese. landed and stored at their risk and expense. Universal Instructor or Self Culture for all. SAMANTAN MINING COMPANY, Numbered 11249/11264 in the name Seamen's wages 6,000 address in full; and same will be received at the Per Saltee, str., from Haiphong .- Mesers. No Fire Insurance has been effected. Office and running expenses say 3,000 Company's Office until FIVE P.M. the day pre-LIMITED. RONALD GREIG, of Canton, having been The Student's English Dictionary. EX "LABOURDONWAIS" and "MELBOURNE." Mitchell and Renaud, and 27 Chinese, Balance carried down vious to sailing. . Per Teheran, str., from Yokohama. For NYOTICE is hereby given to the SHARE. LOST, Notice is hereby given, that if it is not QS in (diamond) 1/3=3 cases Chisels, Augers Deacon's Handbook of Law. RETURN PASSAGES .- Passengers, who have Hongkong.—Colonel and Mrs. Cook, Messrs. W. HOLDERS of the above Company that New Centificate will be issued and no trans-Descon's Letter Writer's Vade Meaum. &c., from London, consigned to Order. Balance brought down \$40,000 paid full fare, re-embarking at San Francisco M. Minton and Gladstone, 7 Chinese and 2 in pursuance of Art. 11 of the Companies' G. DE CHAMPEAUX, Cook on Billiards. Deduct 10 per cent. of this for China or Japan (or vice versa) within six actions under the missing documents will be Japanese. For Singapore.-Mr. L. Sturzeneg- Articles of Association a Final call of \$5 per months, will be allowed a discount of 20 % from ger. For Panang.—Mr. and Mrs. Petherbridge, Share will be made on the 3rd day of June, 1847. balance for orew Billiard's Simplified or how to make breeks. recognised by us. Hongkong, 15th April 1887. Return Fare; if re-embarking within one year, JARDINE, MATHESON & Co., child and native servants. For London,- ur. payable at the Hongkong and Shanghai Thirty per cent. on \$36,000 } \$10,800 Portuguese and English Latter Writer, an allowance of 10 "/ will be made from Return Knight. From Kobe.-For Hongkong.-Mr. BANKING CORPORATION. General Agents. TO ENGINEERS AND OTHERS. Fare. Pre-Paid Return Passage Orders, avail-Statesman's Year Book, 1887. Hongkong, 30th April, 1887. for captain and officers J. W. Eggleston. For London. - Miss A. Orr. And further that interest at the rate of 10 Depreciation of property 5,000 able for one year, will be issued at a Discount Per Peking, str., from Shanghai. - The Ger- per cent. per Annum will be charged on all calls Colloquial Portuguese. ENGINEER'S PLANT AND STOCK IN CHUN MOON. DECEASED. of 25 % from Return Fare. These allowances Net balance of profits 20,200 man Consul Mr. von Syburg, Capt. Breckwoldt, Parliamentary Procedure ... which shall remain unpaid after the 3rd day of do not apply to through fores from China and Japan to Europe. TRADE OF WILFRED REEVES. Messrs. Cunningham and Kirby and Wobb's June, 18-7. NYOTICE.—LETTERS OF ADMINISTRATION Riouse of Commons, 1987. DEBTOR, OF SWATOW. The sum of \$20,200 would be at the disposal Fantoche Marianettes Company, 2 Europeans The TRANSFER BOOKS of the Company have been granted by the Supreme Court Iron Frame Trichord Pianos by all the best of the Shareholding, and should the venture be Consular Invoices to accompany Cargo des-OTICE is hereby given that all the above PLANT and STOCK IN TRADE, and 49 Chinese, deck. to NG FAN, and all Persons baving CLAIMS will be CLOSED from the 27th May to the 3rd mekers, for Sale on the monthly purchase then closed there would be, it is estimated. tined to Ports beyond San Francisco should be - Per Glaucus, str., from Shanghai, &c .- For June, 1887, both days inclusive. against the Estate of the said CHUN MOON. \$10,000 worth of Property, the Depreciation sent to the Company's Offices, addressed to system. which include all the requisites for the carrying the Collector of Customs. San Francisco. London.-Mrs. Walker, Mrs. Smith, 2 children Deceased, are requested to send in particulars of A. O'D. GOURDIN, Piance for Hire at reasonable rates. Fund of \$5,000 and the above \$20,200. their Claims to me, the undersigned, Solicitor and amah, and Master Noel Ramsay. For Hongon of the business of a Practical Engineer, will be For further information as to Freight Pianes Tuned. If the venture should be resumed a sum for the Administrator, or to the said No FAN on sold by Public Auction, in order to meet a Lien kong.—54 Chinese. For Straits.—808 Chinese. Hongkong, 18th April, 18-7 about \$7,000 would be required to refit and or Passage, apply to the Agency of the Com-W. BREWER, Queen's Road. reman the Ship, &c., and a reserve of \$2,500 upon them, at 10 A.M. on MUNDAY, the 30th Per Zafiro, str., from Manila.-Mr. and Mrs. or before the 6th day of June, 1887. pany. No. 50A, Queen's Road Central, UNDER HONGKONG HOTEL. NOW READY. Luis Ansiburo and Brother and 2 servants, Mr. Dated the 6th day of May, 1887. instant, on the premises lately occupied by Mr. to cover further depreciation could be kept. C. D. HARMAN, Agent. Emilio Moren, 2 Europeans and 150 Chinese, REEVES at Kakchich, Swatow. The Property HENRY J. HOLMES DOUGLAS STEAMSHIP COMPANY, THE KUNG HO CHIH YU WALTZ, The balance would suffice for a dividend of about Hongkong, 16th May. 1887. Solicitor for the Administrator, will be put up in one Lot, or in separate Ldts, LIMITED. 30 per Cent un capital. 24, Queen's Road, Hongkong. NORDDEUTSCHER LLOYD. as may best suit the convenience of Purchasers. THE FEIHOO WALTZES, The only Agreements in existence affecting Per Belgie, str., for Yokohama. Mr. G. H. W. H. WILKINSON, FOR SWATOW, AMOY, AND FOOCHOW the undertaking are :- An Agreement dated the NOTICE. Costa, and 4 Chinese. For San Francisco.-FONG, PHOTOGRAPHER Official Receiver. IHE Company's Steamship 10th May, 1887, between Mr. G. DE CHAMPEAUX R. C. PASSMORE, Has just added to his COLLECTION on behalf of the Company and Capt WALKER 1,176 Chinese. For Liverpool.—Mr. H. Foss, British Consulate, STEAM FOR published by of VIEWS some NEW SCENES and Photos. whereby the latter was appointed leader of the "NAMOA," Swatow, 10th May, 1887; 1963 SINGAPORE, COLOMBO, ADEN, SUEZ, SYDENHAM MOUTRIE, of NATIVE TYPES, copies of which are obtainable Captain Pocock, will be despatched for the above - REPORTS. THE PIANOFORTE AND MUSIC WAREHOUSE, expedition upon the terms therein contained and PORT SAID, TRIESTE. NOTICE. in his Studio or at Messrs. KELLY & WALSH's. Ports TO-MORROW, the 17th inst., at Noon. an Agreement of the same date between Mr. BRINDISI, GENOA, ANTWERP, The British steamer Peking, from Shanghai Shanghai. IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT For Freight or Passage, apply to DE CHAMPEAUX on behalf of the Company and EASTERN AND AUSTRALIAN STEAM-12th January, 1887. 12th inst., reports had fresh N.E. breeze and fine BREMEN, AND HAMBURG. DOUGLAS LAPRIAK & Co., Mr. JOHN WILLMOTT whereby the latter was PORTS IN THE LEVANTE, BLACK SEA weather throughout. SHIP COMPANY, LIMITED. ENLARGEMENTS of PHOTOS, and VIEWS and appointed the Secretary of the Company. Both General Managers. NOTICES OF FIRM. AND BALTIC PORTS: reproductions of the same on Paper, Canvas, or Hongkong, 14th May, 1887. these Agreements are open to inspection at the CHINA NAVIGATION COMPANY, The British steamer Partrilge, from Pakhoi Company's Office, where copies of the Prospectus and forms of application for Shares can be LONDON, NEW YORK, BOSTON, BALand Hoihow 10th inst, reports had fresh breeze LIMITED. FOR SHANGHAI. INSTANTANEOUS VIEWS, GROUPS and POR-NOTICE. and high N.E. swell throughout. TIMORE, NEW ORLEANS. THE Steamship TRAITS are taken in any state of the weather, One of the steam vessels of the above Comobtained, and a copy of the memorandum of GALVESTON, AND SOUTH AMERICAN A ESSRS.HENRY PRINCE TENNANT and all Permanent Processes, are executed on panies is appointed to leave Hongkong for WILLIAM HOMFRAY FULLER Moderate Terms, The German steamer Velor, from Newchwang association seen. PORTS. "YANGTSZE; Australian Ports every nine days. When the Application for Shares will be received by the and Chefoo 7th inst, reports had N.E. wind and Captain Th. W. Starling, will be despatched DARBY, and BENDYSHE LAYTON were STUDIO-ICE HOUSE LANE. sailing date falls on a Sunday, the departure THE COMPANY'S STRAMERS WILL CALL Company's Secretary up to and inclusive of the fine weather during the passage. admitted Partners in our Firm in China and or the above Port TO-MORROW, the 17th will take place at daylight on that day. SOUTHAMPTON TO LAND PASSENGERS instant at Four P.M. Hongkong on the 1st January, 1887. C RIFFITH'S AND LUGGAGE. The British steamer Glaveus, from Shangha Hongkong, 12th May, 1887. For Freight or Passage, apply to SIEMSSEN & Co. GIBB. LIVINGSTON & Co. 10th inst., Amoy 13th, and Swatow 14th, reports Schedule of Sailings to 30th June, 1887. Hongkong, 1st April, 1887. N.B.-CARGO CAN BE TAKEN ON THROUGH THE CHINA & JAPAN TELEPHONE had fresh breeze and fine weather throughout. PHOTOGRAPHIC VIEWS. 13th May | 31st May | 18th June. BILLS OF LADING FOR THE PRINCIPAL Hougkong, 14th May, 1887. COMPANY, LIMITED. 22nd , 9 June 27th ,, The British steamer Parthia, from Koh-si-PLACES IN RUSSIA. of Hongkong, and Ports. RUSSELL & Co., chang 9th inst, reports had fine weither to TURING my Absence from the Colony, my Are the Newest and Best published, have the NOTICE. CENTRAL EXCHANGE 4. CLUB CHAMBERS. Business will be conducted by my greatest degree of permanency and are moderate in price. Agents, N THURSDAY, the 9th day of June, 1887, Paracels; from thence strong N.E. winds with TCE CREAM, ICE CREAM, ICE CREAM, The above Company's Exchange is NOW Eastern & Australian Steamship Co., Ld. at FOUR P.M., the Company's Steamship BUTTERFIELD & SWIRE. OPEN for Telephonic Communication. "SACHSEN," Captain Taegar, with MAILS, SELVED DAILY AFTER 12 NOON IN CHINA NAVIGATION COMPANY, LIMITED. PASSENGERS, SPECIE, and CARGO, Rate of Subscription is \$80 per Annum, pay-ROTISSERIE The British steamer Zefiro, from Manila 12th WILLIAM LEGGE. SPECIAL EXCELLENCE able quarterly in advance. Electrical material will leave this Port as above, CALLING AT AND BAR OF inst., reports had moderate to strong winds from NOTICE. Hougkong, 16th April, 1887. 1799 in Ivory Miniatures, En'argements and HONGKONG HOTEL. of all descriptions kept in stock for sale. N. and N.E. with cloudy unsettled weather, see ELECTRIC BELLS a speciality. THOR the Convenience of Customers. Hongkong, 22nd April, 1887 moderate to high and confused. Shipping Orders will be granted till Noon. reproductions Houses fitted up and kept in order at most Cargo will be received on Board until 4 P.M., the PRODUCTIONS of the "CHINA TIMBER. Moderate Prices.

SUGAR REFINING COMPANY, LIMITED" can Specie and Parcels until 3 p.m., on the 8th henceforward be obtained by RETAIL June, 1887. (Parcels are not to be sent on FOR CASH, at No. 3, Peel Street, at the same Board; they must be left at the Agency's Office). The British steamer Kutsang, from Shanghai STUDIO, 1, DUDDELL STREET. [1649 Moderate Prices.

INTIMATIONS

1887. NOW READY. THE THRONICLE AND DIRECTORY FOR 1887.

fWith which is incorporated THE CHINA DIRECTORY. (Twenty-Fifth Annual Issue), Royal 8vo., pp. 1,156.....\$5,00. SMALLER EDITION, Ryl. 8vo., pp. 776.....\$3.00.

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Daily Press Office, January 1887

HONGKONG, CHINA, AND MANILA,

FILTERS. WITH RENEWABLE MEDIUM,

Handbills, shewing Construction and Patterns, Supplied on application.

A. S. WATSON & Co., Lid. THE HONGKONG DISPENSARY, HONGKONG. Established 1841.

Hongkong, 30th April, 1887.

NOTICE TO CURRESPONDENTS. Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good

All letters for publication should be written on one side of the paper only. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until

countermanded. Orders for extra copies of the Daily Press should to open a separate agency at that port, and an be sent before 11 a.m. on the day of publication. Afte that hour be supply is limited, TELEPHONE No. 12.

China Gas Company, on board the P. & O. Co.'s to bear upon the Company's business in Kobe steamer Carthage, on the 9th April, and was buried and express a hope that their new representative at Suez, on the 10th, aged 32 years.

There were no cases of any importance at the Police Court on Saturday.

HOLDERING, MAY 16TH, 1887.

the parade on the Queen's birthday.

The French gun-vessel Aspicarrived at Shang. hai on the 8th instant from Hongkong. Mr. von Syberg, German Vice-Consul at Shanghai, arrived here yesterday by the British

The British gunboat Merlin, Commander Maturin, from Canton 18th instant, arrived here on Saturday.

The U.S. corvette Essex left Shanghai on Chusan group en roule

British steamer Peking.

tain R. H. Harris, and the cruiser Leander, left, here on Saturday for the North.

the British and Foreign community. Dr. M. T. Yarr. Army Medical Staff, has been appointed Acting Superintendent of the Govern-

retired on pension.

Kobe, en route to Yokohama.

We hear that an iron railing is to be placed on the conduit bridge over the tramway, and that there is to be a granite bridge to replace the pre-

sent bamboo one over the ravine.

yesterday afternoon for this port. The Agents (Mess s. Melchers & Co.) inform

It is notified in the Greats that His Excellency the Acting Governor has been pleased to recognise provisionally and until further notice Mr. P. E. A. Melbye as Acting Consul for Denmark.

9th instant the master reported the disappear. | Gas Works were under official orders, and that, ance, on the voyage from Amoy, of the fireman despite their own wishes, they had no choice but Wale Yung, who is supposed to have jumped to employ a German. Facts are stronger than

ceived from home by the fleet pior to their depar- railway, for example, has been confidently ture on Saturday for their usual cruise, as to the held up as an example of unjustifiable date or place where they were to celebrate the official interference. The projectors, rumour Queen's Jubilee.

The Hon. J. M. Price, who has been suffering from fever for the last ten days, left for Shanghai on Saturday evening by the M. M. steamer Angdyr for the benefit, of the sea voyage, and

is expected to return on the 23rd instant. The Hiogo News is informed intelligence 21st June.

be of 902.7 fineness and 417.74 standard weight. tion of their own.

The steamer Anchises left Shanghai on the 9th chow, which arrived at Woosung from Hongkong | night on shore. on the 10th, was to leave on the 11th. The Russija, (Russia) arrived at Woosung on the 9th from Nagasaki, and left on the 10th for

The N. C. Daily News of the 11th instant says:-The Chintung is now alongside the Old Dock to repair the damage caused by a collision she had with a junk in the Paiho on her way up wedged into her bow. Three plates are broken the home markets, dangerously high. The leaf, sakes I hope that happy day will soon arrive. and forced from the stem inwards. The repairs, moreover, is said to be not quite up to the mark. For myself, I have borne the burden and heat of

assured by the advertisement appearing in an- says the Hankow tea market opened on the 9th other column that Kobe will be one of the ports inst. and that 188,00" chests of Hu Kwang teas, of call of the vessels belonging to the Canadian with 117,000 of Kinng Si (Ningohowand Keemen) take away with me from Hongkong no pleasan-Pacific Steamship Line. Evidently the im tons, were placed on the market. Ningohows tor reflection than that. I thank you again, and moored, as is stated in the first paragraph case the principle was affirmed.] The learned and up the harbour at a speed between also and portance of Kobe is becoming better opened at Tis. 40 to Tis. 47, and Keemens at known and recognized, for we believe there Tls. 32 to Tls. 35. Yanglou Tungs Tls. 22. was at one time an idea of omitting this port Best teas scarce, and prices 80 to 90 per cent. forget the kindly feeling displayed towards us the Messageries Maritimes, and was heading to. the vessel becoming unmanagesble and refusing sed the Messageries Maritimes, and was heading to. from the service of the new line. The large of last year's; the very best have already been to-day quantities of freight continually obtained here taken up by the Russians. The Kinking both for America and Hongkong doubtless ex- market also opened on the 10th; Keemens Tls. 35 ercised a material influence in procuring the de- to Tls. 37; Ningchows Tls. 47 to Tls. 48. A SALINGER'S OPERA COMPANY AT cision now announced.

In the U. S. Consular Court at Shanghai J K. Troop, chief officer of the American ship PATENT H garetown, was cherged by Messrs. Jardine. Matheson & Co., the consignees of the cargo brought by that ship, with appropriating to his Japan Mail writes: "Newspaper rivalry is own use a quantity of oil, their property, and leading to a vast development of the telegraphic selling the same to a Chinaman named Devering. service of the press. Every paper now publishes formance of Gilbert and Sullivan's comic opera In delivering judgment the Judge said that, as several columns of telepraphic intelligence from "Iolanthe." The piece is, we believe, pretty far as the ovidence went, there was a total ab- the European capitals; so that the San Francissence of proof of felonious intent on the part of cap, as he drinks his morning coffee, and cracks the prisoner. The Court held that the prisoner his ogg, is as well informed of what occurred in had acted throughout in an upright and society, or on change, or in politics, in London, here; suffice to say that it is a long way from straightforward manner and he would, there- Paris, and Berlin, the day before, as the residents being the best of the well known series. The fore, be honourably acquitted.

The following appears in the Washington session in Parliament, and the birthday festivinews of the San Francisco Chronicle:-Under ties at Berlin as if they had occurred at our own numbers, or the majority of them, nearly as 122 an order from the Chinese Minister, W. H. Bell, doors. The extension of the news service is tuneful as Sir Arthur Sullivanusually composes. merits of which are warmly approved by the members of the Legation familiar with the orimembers of the Legation famil ginal of the painting. The Premier is repre- newspaper readers, and not quite so good for It is therefore almost a pity that the Salinger. sented in full life-size, seated in an arm chair and newspaper proprietors. It costs the daily jour- Company, out of a large repertoire, should have wearing some of the insignia of his high office. | pals about \$100 a day each, say \$35.000 a year: The canvas will be forwarded to China in a few and it will not bring them one subscriber or one days, inclosed in a tin case made to accommodate advertiser the more." Our readers will be able it without rolling, and this in turn will be in to judge of the extent of the enterprise of our stage because they believed it was not so well known closed in a wooden packing box for additional Californian contemporaries from the very full as many of the other operas by the same authors.

-The increase-which has taken place in the business at Kobe of the P. and O. Company, says the Hiogo News, recently determined the directors intimation to that effect has reached Messrs Mourilyan, Heimann & Co., who have bitherto acted there as the Company's representatives. In appounding the change contemplated the directors of the P. and O. Co. take the opportunity of assuring their present agents that the Board The beloved wife of E. W. Tarrey, Hongkong and have never failed to appreciate the zeal brought will enjoy the advantage of his predecessors' advice and assistance.

samples sent from Tamsui to Amoy are both through Weaver's left shoulder, entering his better than those of the previous year. On ac- back and coming out just above his heart. He count of the high prices, the 'tea merchants at fell to the floor as if dead. Mrs. B.llou, who Herbert Balinger was scarcely more happy in his was safe and proper. The courses steered were Harbert Balinger was scarcely more happy in his those ordinarily and oustomarily steered in are waiting for the prices to come down, and mediately to see where the shot came from: She only the "Yang-fong" tea firm has bought 100 | saw in the hallway the Chinese who acted as odd chests. On the 29th ultimo the steamship their cook and who had been her servant for Fuhkien brought over 100 chests of tea from years. At his shoulder he held a rifle, still The Hongkong Volunteers will take part in Tamsui to Amoy, consigned to an English mer; smoking from the shot he had fired. Before she chant, and the price paid for this lot is said to could make a motion to protect herself or even be very high. The Tamsui teamen have agreed speak a word, the Chinese fired again, this time not to purchase any tes from the up-country at Mrs. Billou. She was turned with her breast dealers before the 7th inst., and any one break. directly toward the assassin and the bullet ing the agreement would be fined.

News) paint the situation there in very gloomy colours. Import duties, owing to the general decline in the value of goods, are practically double what they were sixteen years ago, when where he lay on the floor and close the door into the tariff was last settled. The export of hemp | the hallway; but the murderer's thirst has fallen off by nearly helf a million of dollars, for blood was not yet quenched, and after the the 8th instant for Nagasaki and will call at the owir to the carelessness with which it is prepared door was shut he again shot through the door. Chusan group en route red r market. The export of sugar in 1886 This bullet was harmless and merely made a fel, ort of that in 1885 by upwards of a quar-Webb's company of Fantoche Marionettes ar- | ter of a million picula, and the growers in Iloilo rived here yesterday from Shanghai by the alone are out of pocket one million dollars by holding their stocks for a rise which has not come. The abolition of the tobacco monopoly John to give the alarm. Fearing that the Chi-The British ironelad frigate Audacious. Cap. has led to the manufacture and export of large quantities of inferior cigars (as smokers know to managed, with the assistance of Annie Billou, to their cost) the low prices obtained for which push the supper table up against it. In a mohave injured the whole trade. In fact, there is ment the Chinese tried to force his way in, but

week ending ith May, of which 4 were amongst which is not suffering from depression. reference to a toast said to have been proposed by either because he saw the bloody work he had ment Civil Hospital vice Dr. C. J. Wharry, the Spanish Consul at Hongkong. From the committed and was satisfied, or because he following telegram dated Berlin, 7th April, in missed the little girl and feared that he would be the Times, it appears that it is the Spanish Mi- | caught, he left the house. A few minutes after-The Fun on the Bristol Company, which has nister who is now charged with the indisored ward. Weaver, thinking the Chinese had gone port. been having a very successful run in Shanghai, tien: The North German Gazetts to-day repre- altogether, told Annie Billon to step to the was to leave that port on the 13th April for duces an article of the Spanish Ministerial or door and see which way be had gone, so nan L'Epoca, in which that journal declares that that he could be pursued when help arrived. She without doubt the toast to the prosperity of did so. The Chinese had not gone, but was sit-Franco and the success of a brilliant rounnche to ting on a bench a few feet away taking off his which it recently referred was proposed by slippers and putting on his boots. He saw her. Spain's accredited Minister to China. The place and at once picked up his rifle, which stood bewhere the banquet took place is not given, but a side him, and fired at her. The bullet passed BEFORE THE HON. J. RUSSELL, ACTING CHIEF The Agents (Messrs. Butterfield & Swire) letter since received by the Epoca indicates plain- close to her face, but did no damage, and buried inform us that the O. S. S. Co.'s steamer Patro. | ly that it was held at Shanghai, where the Mi- itself in the door frame beyond her. She at once clus, from Liverpool, was to leave Singapore nister is at present residing, instead of at Per stapped back inside and closed and looked the king. The Spanish journal adds :- "Anyhow, door and did not venture out again. About a wherever the toast was proposed, it amounted to half bour later, and fully an hour after the first a gross error on the part of the diplomatist in shot was fired, assistance reached the Billon place nethat the Norddenischer Lloyd steamer Sachsen, question, he being the representative of the preswith the outward German mail dated Region and Region of the screw did not change her head.

The holm was a case in which the prestion to the interest and the prestion to the preswith the outward German mail, dated Berlin tige and good name of a country which is desirous taken the rifls with him, and no one knew which caused by the collision of the P.M.S.S. Co.'s graph of the answer were so situate as therein easy channel.

The Japan Muil says :- We learn that the Tôkyô Gas Works are to have an English engineer after all. This was one of the appointments which were supposed to have fallen to Germany owing to diplomatic influence. People On the arrival of the Zafiro at Manila on the went so far as to say that the proprietors of the fiction. We are very much disposed to believe that this affair suggests an inference We understand that no orders had been re- of tolerably wide application. The Kiushu

asserted, were told that if they wanted to have railway at all, they must go to Germany for the plant. Considering that the projectors of the Kiushu line have not even obtained their concession, it is manifestly premature to talk of their purchases of plant. Of all the railways projected since last 'spring, one only, and that by far the most important, is in a position to count confidreached there from Sir F. Plunkett stating he sutly on official sanction. Now, it happens that Government Civil Hospital, will leave here by had received a telegram from Lord Salisbury an. steps have already been taken to procure an the Canadian-Pacific steamer Abyseinia on nouncing that her Majesty expressly desires the English engineer for that line, and that the Wednesday, en route for England, on his retirecelebration of the Jubilee to take place on the plant is to be bought in England. There has evidently been too much outery about this matter of diplomatic pressure. Certain gentlemen, hospital staff have marked their esteem for Dr. By an order of the Queen in Council the who have been at some pains to ventilate their Wharry and their regret at his approaching de-Mexican dollar is declared to be the standard grievances in connection with it, would have done parture by presenting him with an address, nocoin of the colony of Labuan, in which there better to pause before they pronounced invidious have hitherto been no currency regulations. In strictures on the conduct of foreign diplomats companied by a locket and chain, and a handthe schedule the Mexican dollar is declared to and undeserved censure on the action, or inac. some gold bracelet was lying, and had for upwards of cannot therefore be upon the plaintiffs. It strong wind, that we would have two anchors then I have noticed that the M. M. steamers fre-

by Rear-Admiral Shufeldt of the U.S. Navy. only one or two trees having been blown down, To Charles J. Wharry, Esq., M.D.; C.M.; M.R.C.S.E. also the tent erected in the Flower Show oninst for Hankow to load tea for London. The passengers to the ships lying out in the stream, COMPLETE, WITH APPENDIX, PLANS, &c., &c., Glenfruinleft Woosung on the 10th and the Ning- so that several men were compelled to spend the We avail curselves of this opportunity to thank you

> The following notification appears in the conducted this important establishment. Gazette:—I hereby give notice, under the powers During a very long connection with the Government vested in me by Section VI. of the Fire Brigade Civil Hospital, and under various and many trying Innkow to load for Odessa.
>
> Ordinance, 1868, that so soon as any Fire shall circumstances, you have given ample proofs of your professional skill and ability, and your name will always be cherished with gratitude by the many thousands. ourrency question has adjourned for the Easter assistance of Fire Engines, a cordon of Police sands whose lives you have saved, and also by those holidays, but we have reason to believe that will be established round the space required for whose sufferings you have relieved. sufficient evidence has already been taken to the working of the Engines at such distance Now that you are going to depart from us, we pray enable the members to make up their minds as from the immediate scene of configuration as I that you and Mrs. Wharry will kindly accept some to the nature of the report which they will may deem desirable. Such facilities, however, publish, and that the preponderance of opinion is will be allowed by the Police for the salvage of We wish you and Mrs. Whatry a pleasant royage decidedly in favour of maintaining the status que. property as may be possible without interfering and all sorts of prosperity. with the space required for the working of the Hongkong, 5th May, 1883 The following charters have been concluded at Brigade. No Persons will be allowed to pass The address was signed by Dr. L. P. Marques, are entitled to the damage proceeded for; (2) Manila:-The American barque James A. Wright, through the lines drawn by the Police except Mr. W. E. Crow, and the other members of the the condemnation of the defendants and their minute had actually taken charge of the vessel over the engine room hatch. Coming into the 675 tons, for New York, dry sugar and hemp, such as are in Naval or Military Uniforms, in staff, forty-four in number. private terms: the American barque Luzon, Fire Brigade dress, or in charge of Material to In replying to the deputation who waited on of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage with the assistance of merchants; current was not of such damage. 1,339 tons, for New York, dry sugar and home, be used at the Fires, or having Badges as Fire him to make the presentation, Dr. Whater (4) such further or any other relief in the presentation, Dr. Whater (4) such further or any other relief in the presentation, Dr. Whater (4) such further or any other relief in the presentation, Dr. Whater (5) such further or any other relief in the presentation of the p brivate terms; the American ship Dainel I. Brigade Volunteers. Any European or American ship Dainel I. Brigade Volunteers. Any European or American ship Dainel I. Brigade Volunteers. Tonney, 1,633 tons, for New York, full cargo of can desiring to obtain the Badge of the Fire handsome presents and for the kind and symsugar at \$7 per ton; the American ship Sachen, Brigade can have it by applying to me on the pathetic words which accompany them. For the lows :-1.312 tons; for New York, full cargo of sugar, at understanding that whoever enters the lines by fast fourteen years the Hospital establishment means of these Badges must immediately place has been in an unsettled transition state, because himself under the directions of the Officers of the hospital itself was not built and the staff was the Fire Brigade. H. E. Wodehouse, Super- insufficient. Hence there has been continual with mails, passengers and cargo from San Fran-

intendent Fire Brigade. to Tientsin this last trip, the river being full of advices lately to hand we learn that the tea gradually increased. In a few years more, the junks. The Chintung, which is damaged on the market has opened in Hankow at prices which, building will probably be completed, and the port bow above the 12 feet mark, arrived here although considerably lower than last year's, are, staff may be complete too, and the work will vesterday afternoon with part of the junk firmly taking into consideration the prices ruling in then go on smoothly and comfortably. For your however, will probably not occupy more than a of former years. The water is rising and there how and though I feel great regret at parting is every prospect of the homeward-bound steamers with so many who have been friendly and helpful, It is satisfactory, says the Hicgo News, to be Shen pac, as translated by the N. C. Daily News, letter from Kiukiang, dated a few days earlier, says that the three foreign chazesce were in nohurry to look at samples, and the correspondent

anticipates a bad year again." The San Francisco correspondent of the of those cities perhaps better. People here are wit and satire are hardly up to the average of discussing the coercion debate in the all-night r. has painted a portrait of the Prime Minister | mainly due to the enterprise of young Hearst,

was causing much excitament in California when the last mail left. The murder occurred on the ranch of Joseph Billou, in Colusa county, twelve original part, bore the bruntof the battle amongst north of the little Coluse town of St. John. Mr. Billon was not at home, having gone to San Fran-Annie, another younger daughter, and a man nam-d William Weaver. Directly back of Weaver was a door opening into a hall which led to the kit-The Shen-pao says the colour and taste of tea port was heard and a bullet went crashing down better things. The pierced her heart. Death was instantaneous. Without a struggle, without a grean, she fell Advices from Manila (says the N. C. Daily to the floor, the blood gushing in streams Weaver was not killed, as the Chinese evidently supposed, and immediately after the shot which killed Mrs. Billon he managed to reach out from This bullet was harmless and merely made a hole in the wall opposite. As soon as the door was shut the little girl, who had been in the room all the time, but was not hurt, jumped out of the window and started off on the run for St. nese would try to break down the door, Weaver There were 87 deaths in the colony during the hardly an article produced in the Philippines finding that he could not, he rushed back to the kitchen and picked up an ax. With this he attempted to best down the door. He succeeded in produce The Mikado. If we remember rightly On Saturday we published a paragraph with breakingoutapanel so that he could see in. Then,

19th April, left Singapore on Saturday for this of maintaining the best relations with the whole him been found up to the time the mail left.

Nor had any trace of steamer City of Peking with their vessel Sagha- mentioned, the City of Peking ought to and him been found up to the time the mail left. REUTER'S TELEGRAMS SUPPLIED TO THE "DAILY PRESS."

LUNDON, 12th May. THE CRIMES (IRELAND) BILL. The second section of the Crimes (Iroland) Bill has been adopted and the cloture was re-· London, 13th May.

THE AFGHAN BOUNDARY QUESTION. The Times states that the Afghan question, after parleying, has ended, both parties being unable to agree, and that it has been decided to

PRESENTATION TO DR. WHARRY.

Dr. C. J. Wharry, the Superintendent of the ment from the service. The members of the presented to Mrs. Wharry. The looket bore the one kour previously been lying, with her stem has been laid down that when a prima facte ready.

in the Supreme Court at The N. C. Daily News says a very heavy storm following inscription :- "Presented to C. J. towards Shanghai by Mr. Druhmond on behalf of Mr. of wind, accompanied by rain, visited the Settle

John Geo. Thirkell, proprietor of the Shanghai ment at Shanghai on the night of the 9th inst.,

Courier, for additional time to prepare his deand lasted some four or five hours. The damage

fence in the suit for libel instituted against him was slight considering the violence of the wind, April, 1887." The address was as follows:—

continued to C. J. deep the string about 30 deg. East, Signature and the suit of the Shanghai on the night of the 9th inst.,

the service, as a token of respect. Hengkong, her course, and saint on at considerable speed, on at considerable speed, on the suit for libel instituted against him was slight considering the violence of the wind, April, 1887." The address was as follows:—

collided withing Sagnation within a few minutes from the time those on board the Saghalien We the undersigned members of the Staff of the

closure to shelter the Band. The river was very he rough, and the sampan men refused to carry has been closured to shelter the Band. The river was very he rough, and the sampan men refused to carry house of Superintendent to this her starboard side, almost amidships, and did not keep clear of the other.

The City of Peking struck the Eaghalism on did not keep clear of the other.

We the antersigned members to the Superintendent of the City of Peking struck the Eaghalism on did not keep clear of the other.

The City of Peking struck the Eaghalism on did not keep clear of the other.

When the superintendent of the City of Peking struck the Eaghalism on did not keep clear of the other.

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The City of Peking struck the Eaghalism on did not keep clear of the other.

The City of Peking struck the Eaghalism for the kindness shown to us and to express our admiration for the admirable way in which you have where she grounded. The cargo on board the circumstance. The City of Pelcing was unexpected- force being about 3. After clearing the Lyof it lest, owing to the said collision.

The Mercury of the 10th instant says:-From | the building is progressing and the staff is being | knots an hour. yoursyss, at least. I have done my duty, and Ican

THE THEATRE BOYAL. On Saturday evening a large number of play-goers assembled at the Theatre Royal to welcome back Salinger's Opera Company after their successful tour in Japan, and to witness the perwell known in Hongkoog; and therefore it is unnecessary to give a description of the plot what is usually supplied by Gilbert, nor are the With every stage adjunct, a large chorus, and a believe that they were induced toplace it upon the telegrams we have reproduced from their columns On the whole, therefore, considering the piece they had to work with, the Company are entitled astern, and the starboard anchor-let go-The murder of a white woman by a Chinaman to a very fair amount of praise. Mr. Arthur Rigby as the Lord Chancellor, Grosssmith's enough, but his acting and make up were not much chance to distinguish themselves. Still whenever there was an opporthe part of Strephon requires more than this.

Strephon should have a musical voice and Mr. Balinger certainly has not. Some really tuneful ballads therefore fell flat, solely from this cause. Among the ladies, for vivacity and good acting. Miss Lena Salinger bears away the palm. ever of collision, and the moment it became ap-She has a peculiarly pleasing stage presence, and if she only continues to act as well as she did ou our leading lady opera bouffe artistes. At many periods she displayed real genius and recalled memories of Kate Vaughan in her youthful days. As Oneen of the Fairies, Miss Elsa Wilson looked the part, but her singing was somewhat weak. Bonaparte's remark concorning the English infastry could cortainly be applied with truth to very little of it. As Johnthe, Miss Tillie Saroney had a part thoroughly suited to her. She possesses a voice of considerable compass, as well Chancellor, was the most artistic and finished graphs thereof.

performance in the evening's programme. On Tuesday evening the Company will they gave a one night's performance of thi opera on the last occasion of their visit, and if they are able to give as good an account of it on Tuesday evening as they did previously, they will have no reason to complain of lack of sup-

SUPREME COURT. 14th May. IN VICE-ADMIRALTY.

JUSTICE, WITH HON. H. G. THOMSETT AND CAPT. ALMOND AS NAUTICAL ASSESSOES:

THE MESSAGERIES MARITIMES COMPANY V THE PACIFIC MAIL STEAMBHIP COMPANY.

November, 1886. The Acting Attorney-General, Hon. E. J. kept by those on board the City of Peking. Ackroyd and Mr. Brereton, instructed by Messre. (11.)—Under the circumstances aforesaid, the about 50 or 60 feet from the Ozus when I At the request of the Acting Attorney-Gene-Wotton and Deacon, appeared on behalf of the plaintiffs autmit that the collision was not the thought it necessary to go full speed whend. ral, witness marked his course coming into harplaintiffs, and Mr. J. J. Francis, Q. ..., instructed result of inevitable accident as implied in the by Mesars. Sharp, Johnson and Stokes, for the answer. His Lordship said he understood that Mr. to prove to the satisfaction of the court that they

Francis was to commence with his case. Mr. Francis suggested that the plaintiffs' counsel should first read the petition and answer. plaintiffs admit there was a strong tide. I obreply which ran as follows:--Saghalien, of 3,823 tone gross tonnage, of which Mr. Broreton-We admit there was a strong that the tide is uncertain I always take all the Mr. Francis-The vessel was not carried out On the 29th November, 1886, the steamer five knots an hour. the plaintiff Company is owner, was lying in the | tide running at the time, but we contend that it

buoys. The said buoy is the north-easternmost | the collision occurred. At the time of the collision hereinafter men- would have lain upon the defendants, but by the to travel to let it go when it is ready. The man The cross-examination being resumed, witness

North 78 deg. East, on their starboard side and amts. heading toward the Sachalien.

The defendants' answer to this was as fol-

(1.)—On the 29th November, 1885, about two o'clock in the afternoon of that day, the S.S. City of Peking, Henry Clay Dearborn, master, difficulty and trouble in carrying on the hospital cisco and Yokohama, entered the harbour of work. The outlook is now more promising, for Hongkong from the eastword, going about 9

(2.)—The weather was then bright and clear the sea calm, wind, easterly, with a force of about 3, and the tide was about half obb, running with varying strengths in different parts of the har-

and westward of the Kowloon peninsula.

for my wife as well as myself. You have given of the patition in this suit, to the north- counsel, continuing, said-I submit that we can ten knots. When abreast of Kellett's Island I ns both very great pleasure, and we shall never easternmost of the three buoys assigned to not be held liable. The collision was caused by slowed down to about four or five knots, and paswards the Kowloon shore, and the said fairway to answer to her helm just at the critical mo- think it safe to go among the shipping lies between the said buoy and the south-western- mont. - The vessel got out of control and before at a slower speed than four knots. When most point of Kowloon and is there about 400 control over her could be regained the collision I got up to the junk, the tide struck us on our

round on her course to pass through the fairway. half way between the S.S. Saghalien and the said last-mentioned point, a large junk with all sails set was seen, apparently standing across the fairway between the Saghalien and the Kowloon shore, heading towards the Kowloon shore, and the City of Poking was steered to pass close nuder the stern of the said junk and between her i Peking was reduced when about half-a mile off the Saghalien, to allow her, (the City of Peking), proach it was found that there were two junks,

both with sails set, and that they were anchored in the middle of the fairway. (6.) - When close to the stern of the said junks and at a distance from the Saghalien of about 600 to 700 or 750 feet, the City of Pelcing was going about 4 to 5 knots an hour, and was headto the southward along the west side of Kowloon, caught the City of Policing on her starboard bow, selected this one for production on Saturday. We and swept her suddenly and swiftly to port and pointing towards the Saghalien. (7.)—The helm of the City of Peking was in-

stantly put hard-a-port, but the vessel refused to answer her helm and continued to caut to port, and the engines were at once reversed full speed (8.)-Immediately afterwards the City of Peking, still moving ahead slowly through the water and dragging her anchor, although the the Meance I never go to the south of the M. M. answer. I could not say what time elapsed beengines were going full speed astern, came into miles west of Chico and about a mile and a half the male characters, and emerged crowned with collision with the Saghalien, the stem of the between the M. M.'s buoy and Kowlcon, the time when I ordered the engines full speed success. His voice is hardly perhaps powerful City of Peking striking abreast the bridge of that is about 1,000 feet from Kowloon astern; it was so short a time mannly avery-

cisco a few days proviously. At the supportable in thoroughly satisfactory, Mr. Frank D Esta (9). The collision was not occasioned by any his house were seated Mrs. Billon, her daughter and Mr. Arthur Fawlett as Lord Mounta- fault or default on the part of the City of Peking, rarat and Lord Tolbiler respectively, had nor by any recklessness, carelessness or mismanagement of these on board of her. (10.)-At, and for some time before, the anchen. The people were eating their supperquietly when the door behind Weaver was suddenly
As Private Willis, Mr. Geo. Wilson was not
C. Dearborn, the master, with his officers and
As Private Willis, Mr. Geo. Wilson was not
crew were at their proper and accustomed craw were at their proper and accustomed well clear of the point, instead of turning the ing the bridge with the engine room, which enalways satisfactory and his sentry song, outside kept anchors were cleared and ready to let go, which set me right down within twenty feet of obeyed. There was no delay in letting go the the Houses of Parliament, was well rendered. Mr. | and the speed of the vessel was reduced to what selection of the character of Strephen. So far those ordinarily and customarily steered in as his acting is concerned we have no fault to entering the harbour, and every ordinary and find with him, and his dance with Phyllis, in the proper precaution was taken to avoid danger of second act, was as graceful an exhibition of the collision with junks or other vessels. The presaltatory art as we have ever witnessed. But sence of the two junks in the fairway compelled the City of Peking to go a little nearer to the Saghalien than she otherwise would have done, but she would have passed safely clear if it had not been for the current catching her on the starboard bow and canting her suddenly and swiftly to port, Until that moment there was no danger what-

> parent that there was risk of collision, averything that skill and seamenship could do to avoid the line, she should not be as successful as many of collision or lessen the force thereof was done by about 3,000 feet from M. M. buoy. We would My position was different from that of Capt. those on board the City of Peking. (12.)—Those on board the City of Paking could not by ordinary care or seamanship have avoided the collision.

> The plaintiffs then replied to these statements 89 follows:— (1.)—The plaintiffs admit the 1st, 2nd, and 4th Miss Wilson's voice. It is very good, but there's paragraphs of the answer; that a tidal current runs to the southward along the west side of during the greater part of the obb tide same buoy. From 1873 to 1876, we went to a Kowloon, as mentioned in the 6th paragraph of there was very little current at our ship. buoy off the Harbour Master's. I have gone the answer; and that an anchor was let go or dropped. as stated in the 7th paragraph thereof

> > (2.)—Save as aforestated and except as admitted in the petition, the plaintiffs deny the an hour at the rate of three or four knots. That this point, I have noticed, when lying at the several statements in the answer. (3.)—And the plaintiffs say further as follows:

> > -The anchors on board the City of Peking were not ready to let go or drop on entering the har. how the French Mail steamer was lying. When o'clock on that day, and therefore about half abb bour of Hongkong or subsequently. Both of this collison took place on the 29th November I at two o'clock. If this tide had not caught me, such anchors ought to have been let go or was on board my own ship and on deck. I saw the I should have passed the Sighalien about 300 or

> > (4.)-The anchor, which was let go or dropped, was not let go or dropped in time to, and did not saw her. She was heading towards the Meanes. Saghalien. As I rounded the Mounes, the Saghamaterially affect the speed of, the City of Peking. I could not say I saw any change in her lien was heading to Kowloon Point. The wind (5.)—The City of Peking was not proceeding at course. She was then too far away. I saw her was about force two or three. That would not a proper rate of speed in sufficient time to avoid the collision, nor stop and reverse her engines when the risk of colli-

starboard side.

act the influence of the said tidal current.

(10.) -A proper and sufficient lockout was not close to the Ozur, the current was three or four of a point to starboard. The helm was amid-

Mr. Brereton said that the defendants had now

His Lordship-I wish to know whether the use my own judgment from the way the ships his ship was heading when the tide first caught were not in fault. Mr. Brereton then read the petition and served that they give the force at one-fifth, while defendants say it was running at about four or

hartour of Hongkong with a cargo of silk and was running at a different force in different into port I have always one anchor ready and ing the vessel out some points get: ral merchandise on board, moored to one of parts of the harbour, and that it was not running the plaintiff Company's three duly appointed at the rate of four or five knots at the part where to what time we unshackle the second anchor. learned counsel will make any remarks which he stood alone, I submit that the onus of the proof takes no longer than for the sound of my voice ask him senseless questions.

tioned, the weather was bright, clear and calm, way the plaintiffs have shaped their reply they has only to lift the lever. The French mail said—I did not say I knew what the tide was at there was little or no wind perceptible, and the have shifted the onus of proof upon themselves. steamer was heading to Kowleen point; that that point. I had seen it at the bacy but never tide was about half abb with a force of about one They admit, in their reply, that there was a tidal would indicate abb tide, but it would not show there. I could not say how far we were from current running and only join issue with the the strongth of the tide. At half a mile from the Saghalien when the anchor was let go. We Shortly after 2 p.m. on the same date, those deferdants as to whether the collision was the Messageries' buoy I do not know whether I must have been 300 feet, I should think: I can't on board the Saghalien observed a steamer, which caused by the fault or default of the defendants. would starboard my helm or not. It would say how many points we came round to port. I proved to be the defendants' steamer City of It is for the plaintiffs to show that there has depend on circumstances.

shore, heading about 36 case is admitted that the onus of proof lies upon

the defendants. decision in the case of the Indus, it is clear that about 3. the plaintiffs having formally proved that they H. C. Dearborn was next called and said-I were at anchor, it is for the defendants to show have been a master mariner since 1858. 1, have by what cause, their vessel being in motion, they been, in command of the City of Peking since did not keep clear of the other.

to sink. However, by the aid of steam launches |-The statement of the defendants simply amounts, ee-moon about 2 p.m. Coming up the pass the she was immediately towed into shallow water to this. The collision was caused by an accidental weather was fine with slight easterly wind, the Saghalien was considerably damaged, and some ly caught by a strong tidal current, which, in co-moon Pass I was steering by the land. spite of all care and skill in the management I had no pilot on board. All hands were The said collision was altogether the fault of of the vessel, drove her down on the Saghalien. at the stations after passing the Nine the City of Peking, and was due to the reckless- We have to prove the existence of that Pins. I was on the forward upper bridge. ness, carelessness, negligence, and mismanage- ourrent and that no amount of management The third officer was in the pilot house there, a ment of those on board her, and was not caused or skill on the part of those on board the quarter-master was at the wheel; the third onor contributed to by anything done or left un- City of Poking could have prevented her collid- gineer was at the engine room signal and a done by, or by any fault or default of those on ing with the Saghalien. We have also to prove quarter-master was stationed at the whistle. The that there was no care or want of skill, on the third officer's duty is to superintend the quarter-Those on board the City of Peking could with part of those on board the City of Peking, in | master at the helm. My first and second officers proper care and seamanship have avoided the bringing the vessel into the position where she were forward at the bow of the ship,—the first was so acted upon as to cause the collision, officer for general appervision going to the buoy, The plaintiffs therefore claim: -(1) That they I shall show that the strong current the second officer to obey any orders about the for the space of half a minute or a anchor. The chief engineer is usually standing bail in such damage and in costs; (3) an account and rendered her unmanageable, and that this harbour, it being calm, we unshackled the chain

for. A captain might come into the harbour her a little on the starboard bow, and forty or fifty times without experiencing the car- all the while founding on the port helm rent and then on one occasion he may get caught gradually. As soon as "I can see my in it. I am in a position to prove that the yes- buoy or the Belgie I had up for the buoy. sel was being properly and skilfully navigated. I could not say how close I passed the Meanes. that it was following the course which all Coming up the harbour I noticed a junk with steamers follow in going to the same place, and all sails set in the fairway. She was not quite that there was the nousnal impediment in the half way across between the M. M. buoy and the course in the shape, of a couple of junks which point, but a little neuror the latter. I was just had no business to be there. [The learned rounding up by the Meanes to get into my course counsel then supported his argument by several | for the buoy when I saw the junk. It appeared quotations from legal authorities upon similar to be a large junk, and seemed heading cases, all going to show that where the party to the northward. I could not san my charged with causing the damage could prove own buoy. I headed for the Belgio. call as my first witness Captain Walker.

I am on my seventh voyage from San Francisco | was auchored, because my course would just have the fairway. There are three buoys there I suddenly and swiftly to port, towards the Saghaing on a course that would have taken her clear am in the harbour, on an average, 15 or 16 days | Lien. I could not say how many points she paid at this moment a strong tidal current, running bour I steer through the Ly-se-moon pass ordered the helm to be put hard-a port. That After getting in there I steer by the lan' order was prompt'y obeyed. We have steamand by the position of the vessels in the steering gear, and the ship steers well; the gear harbour, going to the south of the Channel worked freely. There was no delay in giving Island, Whon past the dooks I steer towards the order. The porting of the helm had no offect the Meaner, and begin to head fairly for our own on her course; she still continued to pay off as buoy after passing the hospital ship. I know fast as ever. I next ordered the engines to be where the M. M. steamers lie. Their buoy is a stopped, reversed and put full speud astorn. little N.W. of the Meaner. It is nearer towards I did this as soon as I saw, there was some the fairway. The northern fairway may be said danger of our running into the Franch steamer to commence between the Messageries' buoy and When I gave that order. I know that the tide Kowloon point. In making for our budy from had caught our vessel and that no helm would

point. I have at one time experienced a current abled the engineer to know whether my order was the M. M. buoy. That was about last October anchor. After the anchor was let go, the ship while the Ozus was lying at the buoy. It was still dragged and we ran into the Saghallen, then ebb tide. The Oxize was heading about N.W. about 150 feet from the bow, just under the or W.N.W. I was then steering up the Northern | bridge. The auchor must have checked my ship fairway at the speed of five knots. I intended to before the collision, because she struck so gently pass seventy to one hundred feet from her. My that we could not feel the shock. We struck the head was caught on the starboard bow by an obb Saghalien stem on, almost at right angles. We tide running out from the point to the south- then backed out, got clear of the Saghalien, got ward. I had to go full speed shead to clear the a strain on the cable and then stopped to see French vessel. The tide tended to cant the head | what damage we had done. I sent an officer to of my vessel off. The effect was that before I the Saghalien to see if we could assist her. In got full speed on, it swept me to within twenty my opinion we could not have gone clear when feet of the buoy. If the current had not caught the current first struck us, by going full speed me, I would have passed at least seventy feet off. I think we should have struck the Sag-I have noticed that the French vessels lie in a halien somewhere in the freight compartment differentidirection to what we do. Our buoys our and good through her. The tide was too stre sometimes be lying with our head N.E. during Walker's in regard to the Ozus. I judge from the greater portion of an ebb tide, and the M. M. his evidence that he was much further shead steamer would be lying with her head N.N.W., than I was, nearly in aline with the ship's buoy. but there is nothing uniform about the way the I also think that the current caught his vessels lie. I cannot say that I have seen the ship more badily than it did mine. It caught French vessels lying with their heads to the N. us on the bow and awang our head round? or N.E. I have during the last few days specially I have come into harbour about forty times. studied the tides in the harbour. I notice that During the last year I have been going to the The ebb lasted tide for three or four hours. I to the present buoy on seven voyages. I had made this observation on the 12th, and it was never been caught by any similar current on any which she pleads for her son with the Lord and they join issue on the 9th and 12th para. high water that day at 11.30 a.m. After about previous voyage. I had never heard of such a set in for about half an hour or three quartors of | can't make any general rule as to the tides at current set to the southward from the Cosmo- buoy, that there would be a strong rush for politan Docks. We were lying N. and S. and we about twenty minutes just at abband flow. It swang round to N.E. and S.W. I did not notice ought to have been high water about 10 and 11 Peking coming in. She was between Kel- 400 feat off. If the junks had not been there, I lett's Island and Kowloon point when I first might have gone about 50 feet farther from the making up towards the fairway. I do not know effect the swinging of the ships; the ships would (6.)—The City of Peking did not port her helm | the state of the tide that day, but the ships in the swing to the tide. In former years I used to go harbour had began to swing to the ebb tide. The in by the inner channel. I tried some experi-French mail steamer had her head towards Kow- ments with the ship in Yokohama Bay with no loon point. She might have been, for all I know, wind nor tide. When going full speed shead ten

(7.)—The City of Peking did not keep to that swinging round with a current from Kowloon. knots, by reversing the engines, full speed asside of the northern fairway which lay on her I noticed that the City of Peking was well down then, I could stop her in three lengths and a on board the City of Peking to avoid or counter- and low water, but as to how the vessels at our and stopped her within 700 and 800 feet. She

> knots. I should call it a strong current. I was ships on that occasion also. That was the best thing I could do in my judg- bour. He also pointed out the spot at which his ment. I succeeded in avoiding the Orus. The vessel commenced to turn, the position of the tides do not run with any regularity at our junk, and the position of his own vessel when he buoys. When I come in from the Ly-ce-moon first saw her, where he was when he discovered I know what tid. I should expect, but I have to the junk was at anchor, and the direction in which are swong, which would give an indication which her. way the tide is. I take my precautions accord- Acting Attorney-General-How many feet ingly. I have come in two or three times when were you carried out of your course by the there was a ship at the M. M. buoy. Knowing current? procautions that are possible. When coming of course bodily. The head swung round carrysometimes two. It depends on circumstances as The Acting Attorney-General-Perhaps the We do it when we see everything clear. If there wishes after I have done.

Peking, about 14 miles distant, bearing about | been such carelessness on the part of the defend | Re-examined by Mr. Francis - Coming into come into the harbour many times, I had no the harbour in the day time, as a general rule, idea that I would encounter such a current as Mr. Brereton-The Saghalien was at anchor we have one suchor unchackled, and it would on. I did. When I saw the way the Saghalien was At this time and at the time of the collision at the time and powerless, and the onus of proof ly be under special circumstances, such as a lying, I could not judge of the current. Since

By Capt. Thomsett-I cannot recollect what the force of the wind was on the day I got near His Lordship-According to the recent the Oxus. It was a gentle breeze; I should say

November, 1885? On the 29th November last I

that at the time all possible care and precaution had to steer to go astern of the junk, was taken to prevent an accident, it must be held between her and the Saghalien. I did not at-(3).—When about & of a mile clear of the tobe unavoidable. Among the cases cited was that tempt to go should of the junk because I thought south-easternmest point of Kowloon, the City of the European, in which a collision had occur-) she was under way. If and afterwards, when I meeting with no obstacles. A telegram to the the time has come for me to shift the burden to of Peking was headed to the westward, and proothershoulders. Your kindness of to-day is exceed. ceeded up the harbour towards her buoy situated and although the European was held liable, it tended passing the Saghalien about 400 feet off. ingly gratifying, for it is a testimony that in on the northern dege of the northern fairway, was on account of a similar accident having taken or a ship's longth off. I should consider that a place on board, on a privious occasion. The perfectly safe distance considering the circum-(4.)—The S.S. Saghalien was at this time lying learned counsel contended therefore that in this stances. I came through the Ly-se-moon Pass occurred. We have had no provious experience starboard bow, and canted our head very (5.)—As the City of Peking was being brought of the same current, and Captain Dearborn had quickly to port. I was then between 600 and no reason for taking special precautions. But if 700 feet from the Saghalien, as near as I could on any previous occasion he had had warning of a judge, and close up to the junk, which was on strong current in that place he does not see that our starboard bow. Our stem had not passed to he could have acted otherwise than he did. I the westward of the stern of the junk. At the hope to be able to prove to your Lordship that | moment the tide first caught us, the helm was the collision was unavoidable, and that when amidships. From the time I shaped my course Captain Dearborn saw that there was danger of from the Meanes to that time the holm had not collision every possible means were taken to been altered. I first discovered, when a ship's and the Saghalien, and the speed of the City of prevent it. Under these circumstances, I don't length off the junk, that she must be at anchor. think we can be held liable. I now propose to I suppose the reason why I did not notice the junk was at anchor was because the wind from to pass well clear of the junk. On a nearer ap. William Henry Walker was then called and the East had filled her sails, and the tide stated-I am a master mariner. Thave held a cer- had caused her cable to be brought right out tificate for ten or eleven years. I am now in the on her port bow, hidden from me I did service of the O. & O. Co. I command the Belgic. not change my course when I noticed she to Hongkong. My steamer is moored to the cleared her stern. The immediate influence of westward of Kowloon on the northern edge of the current on my ship was that she paid off very

buoy. I generally go about half way tween the time when I first felt the current and point. My reason for not going closer is that thing was done at once. I next ordered the third there is an untrue tide, and for the purpose of officer to go to the engine room and tell them to coming to our buoy we have to get as far South back her as fast as they could. I also immediate. as we possibly can. The ebb tide flowing round by ordered the starboard anchor to be let go. Kowloon point is very irregular and sets from There is no signal back from the earine room north to south along the west of Kowloon down to the tolegraph, but I could feel by the vibrato Kowloon point. My experience is that after. Ition of the ship-that-the engines had been rewards it sets out into the harbour to southward, versed immediately. There was a tube connect-

to the southward and I saw the collision take half. The ship is 425 feet long. I also tried place. The tide tables are a guide as to high the same experiment going at four or five knots, part of the harbour will swing, I pay no atten- is a right hand screw: In the first experiment Cross-examined by the Acting Attorney-Gen- to go to starboard, but it did not. In the second eral-I should say that on the day I was carried experiment her head swung about three quarters

of the said three bucys and lies closest to the Mr. Francis-Had the pleadings and answers is any danger we keep both ready to let go. It Mr. Francis-It only confuses a witness to

never looked at the compass. Although I have quently lie in that direction when there was

little or no current, while further in the current might be pretty strong. I noticed this partionlar junk just as I changed my course.

At this point the court adjourned for tiffin. On resuming, the cross-examination of witness was continued :- The book produced is the log | Gazette :book. The entry on the 29th November was made by the chief officer. I cannot say why the words "between the", in the entry, are in different ink from the others.. The chief officer would know. About 30 fathoms of chain was paid out. It was checked at that. There were only between three and four fathoms of water. W held on to the chain and dragged the anchor. I could not say what time elapsed between the time the anchor was let go and the time of the collision. I could not say how far off we were from the Saghalien when the anchor was dropped. I could not tell the time of the collision. It took us from 24 to 3 minutes to stop, when we experimented, going half speed ahead and then stopping, and we stopped in from 700 to 800 feet. (The Acting Attorney-General here put in the engineer's log.)

By his Lordship-I had never made experiments with my ship before as to the time in

which she would stop. L. B. Walls, the next witness, stated-I an chief officer of the City of Peking. I have held that position for eighteen months, and I have been in the Company's service since 1874. I was on board the City of Peking on 29th November last She got into the harbour about 2 p.m. Thi officers were at the stations as soon as we got past the Nine Pins. My station is forward. have with me the second officer and one watch. had one anohor ready to let go, when we came in. It is suspended by a triphook; and when ready, we let go and the anchor falls at once. ought to take two or three second to do this. The anchor was ready to lot go by the time wo got round Tamtu. The other anchor was anshackled when we were pretty well up to Kowloon Point. The captain, third officer, two quartermesters, and an engineer were on the bridge when we came in. I have been into Hongkong for the Meanee. We Steered that course on the 29th. The Sachalien was lying at the M. buoy when we came in. We run down towards the Meanes until we can see the bnoy. On that occasion the Belgic obscured bucy. When we changed our course we intended passing north of the Saghalien. When we got to the Meanes we headed straight for the fairway. We should have passed the Saghalien at least 300 or 400 feet clear shead. There were a couple of Chinese junks a little to the northward. We saw these as soon as we rounded. The junks were ahead of the French steamercand a little on the east side, towards us. The junks were about midway, if anything a little nearer the French steamer, which appeared to be heading towards Kowloon point. The junks were heading to the northward. I saw two junks in the first justance. They had their sails set and appeared to be standing over to Kowleen shore. We afterwards found out they were anchored. We were mable to see the cables. In heading towards the Meance, we were heading to go close astern of the junks. As we approached the junks the City of Peking was

points. I can tell by the vibration, whether her Of the latter number, 610 attended the Govern- Central School to learn English, after having by mistake. I wrote in the words at the time.

5.—The expenses incurred by the Government, at the Central School is that, on the whole, it is a cheering spirit animating an the case of the whole is the cheering spirit animating an the case of the whole is the case of t

One was lying a little shead of the other. We educational condition of England and Wales uses being used only as a medium for teach came through the Ly-se-moon Pass at full speed, where 13 per cent; nor even with Ireland where ing English (when required), the Central and afterwards slowed down. I do not know 9 per cent. of the population attend School. School would continue to keep ahead of all the when the order to slow down was given. We had But it is to be considered that we have here other educational establishments in the Colony one anchor ready when we entered the harbour. neither a Compulsory Education Act, nor any There would be no difficulty, if required, to in but she still dragged. - If the two anchors in preportion to the population, and that a con- English colloquial, qualifying himself for adhad been let go they might have held the siderable proportion of the Chinese people residing mission into the Central School by passing an vessel fast. When I saw the junks, I did in the Colony do not keep their families here entrance examination in Chinese, equal to the

Peking struck the Saghalien at right angles. William McClure said-I am chief engineer we find that in England and Wales somewhat subject, out of the ordinary school-hours, on on board the steamer City of Poking. I have over one half, and in Ireland less than one half, special application and by special teachers. been on that vessel for five and a half years. I of those children who on that to attend school, II.—There is one other point connected with was on board on the 29th November last. It is actually come under instruction. Here in the future of the Central School which I deem it my duty to see that the signals from the bridge | Hongkong we have no exact data to ascertain the | important to refer to. The fees charged at the are obsyed. From where I stand on deck I can number of children in the Colony who are of the Central School might well be raised after the see what is done below. Coming through local school-age (6-16 years). By a rough but completion of the new buildings, so as to pay at the Ly-ee-moon Pass the vessel was going rather high estimate I calculate that there were, least two thirds of the working expenses of the at eleven knots. As near as I can remem- during the year 1886, about 18,200 children in School. Under the present system the children ber we slowed down at 2.16 p.m. I was not pay- the Colony, who were from 6 to 16 years of age. of wealthy and well-to-do Chinese are educated ing any attention to where we were. We Hence we see, as there were 8,062 children act- partly at the expense of tax-payers who cannot got an order from the bridge to slow unl' , under instruction, that the proportion of afford a similar education for their own children, down, before the collision. We subsequently got children who actually attend school to those who and the low fees charged at the Government an order full speed astern. The time between are of the proper school-age, was in Hongkong, Central School put a handicap on private efforts slowing down and the order full speed astern as in Ireland, somewhat less than one half. The in the sphere of education. Considering also was about four minutes. The order was at once difference, however, is this. that in Ireland ac; that in other Colonies the desire is felt to enable obeyed. We reduced her speed to, four and a commodation is provided in the National Schools | the Government to withdraw, when practicable, half knots. She had got down to that speed be- for nearly the whole number of children of the from direct interference, in educational efforts, fore the order to reverse was given. After the legal school-age, whilst in Hongkong the accom- it is unite within the horizon of probabilities order has been given it takes about fifteen or modation provided falls short of the require- that the Central School may at some future twenty seconds to reverse. I cannot tell how long ments of actual attendance. All our Schools are time be made a self-supporting institution under it was from that to the collision. I never felt overcrowded, whilst there remain about 10,138 un- a governing body representing the taxpayers raan' shock. I heard the anchor let go.

at half-past ten o'clock.

THE SANITARY BOARD.

The following extracts from the minutes of the proceedings of the Sanitary Board at a meet ing held on the 28th April are published in the Gazette :-

Present :- The Honourable the Surveyor General, (Chairman); Major T. C. Dempster; the Honourable A. P. McEwon; Dr. P. Manson, LL.D.; Hugh McCallum, Esquire, (Secretary). Absent :- The Acting Registrar-General ; the Colonial Surgeon; N. J. Ede, Esquire, (on leave); to improve from year to year slowly but steadily, vide in Anglo-Chinese Schools a special Dr. Ho Kai.

9th, 16th and 23rd April, 1887, was laid on the joined Comparative Table. table by the Secretary. The Return showed The table gives statistics from the year 1878 videteachers for the Government Schools (outside lows:that 98 prosecutions had been instituted, that to 1886, 150 in each case a conviction had been obtained, and From the above Table we see that in the and this need is not likely to be supplied by the that flues to the amount of \$184.80 had been Grantin-Aid Schools the proportion of girls to training class now formed in the Government On account of office furniture and fittings

different wells in the city was read.

from the well being used for any other purpose private Schools in the Colony, I find there are case of one Aided School, that at Aberdeen, the fleet. than that of flushing the closets and drains

THE EDUCATIONAL REPORT.

Education Department. · Hongkong, 25th March, 1887

Sir.-I have the honour to forward herewi the Annual Report on Education for the year 2.—The total number of Schools, subject to vernment, amounted, in the year 1886, to 90, as compared with 41 in 1876, and 16 in 1866. The

total_number_of_scholars_enrolled_in_Schools subject to Government supervision and examination, amounted to 5,844 in the year 1886. as compared with 2,922 scholars in the year 1876, and revised by myself. The papers of and 1,870 scholars in the year 1866. It appears scholars were corrected and marked by number of scholars attending such Schools have exception of the marks allotted in the case been doubled every decade since 1866.

removed from the Colony to their homes valuation of the merits of each. on the mainland, the annual increase of Schools and scholars has come to a standstill. A fresh panie occurred in spring 1886 when, in consequence of an idle rumour to the effect that as the success of those works depended upon such a human sacrifice, most of the Chinese Grant-in-Aid Schools in the centre of the town were emptied of scholars for several days, until a ramour found oredence with numbers of Chinese low state of female education in the Colony. Previous to the year 1885 there was, year annual increase of Schools and scholars has come to a standstill since 1884, as the subjoined table

will show in detail. Table Showing Increase and Decrease of Schools Scholars under Government Supervision.

3					Increase of		Decrease of		_
	Year	a.	Schools.	Scholara.	Schools.	Scholars.	Schools.	Scholare.	
	1879 1880 1891	institution of the second	72	3,460 3,886 4,372	37	308 426 486	2	141	
	1883 1843	**********	87	5,192 5,597	8	810 415	***	~!!!!	
	1894 1885 1890		90 90 20	5,885 5,833 5,844	 	388		52	

house. What I have stated is my own general amounted (including the expenses con- which each boy brings with him on entering the feature of St. Joseph's College. impression independently of the log. In coming nected with the Government Scholarship) to a school. When the present system was inaugurinto port that day all the customary precautions, total of \$43,085.50 or \$7.37 per head. The fol- ated, the Chinese who send their children to the were taken. Every man was at his post. When lowing details may be of interest. On the Cen- Central School had but few schools outside the and explained in my last Annual Report. the head of the vossel canted round everything tral School with 610 scholars, the Government | Central School where their boys might keep that could possibly be done to prevent a collision expended (apart from cost of buildings and re- up their knowledge of Chinese, and it was was done. A similar accident has nover happened pairs) the sam of \$11,680.41 or \$19.11 per head. therefore necessary to teach in the Central before. We have never had any similar experience. The expenses of the other Government Schools, Schools and Chinese languages. Child, to a Lady who chose her own Committee But things are different now. Chinese parents and adjudged the marite of each Diece of work. there is a current setting out each way. I | 38,454.17 for 1,283 scholars or 36.59 per head. | are now universally convinced that their children know that at obb tide there is a strong The Grant-in-Aid Schools with 3,951 scholars, cost must first get a good grounding in the Chinese progress made since the provious year. The correct running southward. I do not know that the Government \$14,324.76 or \$8.62 per head. a vessel would be likely to be canted there. We 6.—In addition to the above mentioned 5,844 they send them to the Central School. There Committee find that most teachers have been they send them to the Central School. did not know that they were moored. We were surpervision, there were, during the year 1886, about half a mile away when we first some seem hardly quality only with Messra. Rodyk and Davidson and Schools and Night Schools, which answer the Lagrangian to their agents in England, Messra. James and saw some junks pointing Northwards, but we scholars attending 90 Schools under Government are now Schools enough in the Colony, both Day about half a mile away when we first saw the according to a census taken by the District purpose of giving Chinese boys a preliminary the needle-work done in the presence of the capacit say here now affect that we saw the junks. I Watchmen, as many as 106 Schools (including grounding in Chinese and which would answer the needle-work done in the presence of the cannot say how soon after. The junks were also Night Schools) at work in town and villages, the purpose, by the system of Evening Schools, anchored about midway between the Saghalien attended by 2,038 scholars. There were also of advancing the Chinese knowledge of the boys N.E. buoy. When the current caught us I vate European Schools. The total of scholars that purpose better than the Central School can do not know whether we could have swept to the Saghalien, but I should not have done so had I have in commond. I have done so had I have in commond I advantaged by the control of the Central School, and they would answer possible that this may be accounted for by as—money consideration was paid, or will be payable to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Saghalien, but I should not amounted, therefore, to 8,062 scholars distribut has come for relieving the English teaching of fully explain the very great difference noticed in the fact incorred very great difference noticed in the fact incorred very great difference noticed in the second of the control School of the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true.

On Cai Insurance Company, Limited—The Sultan as premium for the leases is true to the Sultan as premium for the leases is true to the Sultan as premium for the leases is true.

On Cai Insurance Company, Limited—The Sultan as premium for the leases is true to the Sultan as premium for the leases is true. have done so had I been in command. I ed over 201 Schools. As the estimated population the Central School from the trammels imposed some specimens of needle work. The thanks of was not on the look out. I did not use any tion of the Colony now numbers about 181,702 upon it by teaching the Chinese language in

When we let that go, the vessel was checked, law providing anequate school accommodation sist upon every Chinese boy, unacquainted with not report it, as the captain and third but leave them on the mainland. Comparing third or fourth Standard examination of Chiofficer were on the lookout. I do not know where the number of children of legal school-age ness Grant-in-Aid Schools. Nor would there the rough log, made on that day, is. The City of (5-18 years) in England and Wales and in Ira- be any difficulty in teaching the classical Chinese

educated children unprovided for. I believe there then the Government. The Court then adjourned till this morning would be no difficulty in inducing about one-third | 12.—The Anglo-Chinese Schools of the Goor possibly even one-half of that number to attend vernment, located at Sayingpiun. Wongnaischool by simply providing the requisits school ch'ung, Wantsai, Stanley, and Yaumati, continue accommodation (and teaching staff) at the ex- to show fair results. Two of these Schools, locatpense of the Government, though the other half ed in town, are in charge of exceptionally good would probably continue to be kept from school | teachers and are every year besieged with crowds by stress of poverty. The majority of those of applicants for admission who have to be re-10,138 children remaining uneducated are, I believe, Chinese girls, and one of the principal ing power. In the villages, however, there is causes of their remaining uneducated, year by constantly a complaint that our tenchers, if ablo year, is the fact that the school accommodation to teach English, are incompetent as regards hitherto provided by the Government Schools Chinese teaching, and the desire of the parents,

requirements of the case. 7 .- The proportion of girls to boys under in the expense of proficiency in Classical Chinese, struction in the schools of the Colony continues | generally is, that the Government should pro- | the 18th April:-That this gradual advance of female education | teacher for each of the two languages. ral balance sheet and profit and less account for the return all subscriptions and withdraw the pro-The Minutes of meetings held on the 6th, 13th in the Colony is entirely the results of the suc- This has been done in the case of year ending 31st December, 1886, duly audited. and 14th April, 1887, were read and confirmed, cessful working of the Grant-in-Aid scheme and the Schools located in town, but in A Return of the summonses applied for by under it due to the alacrity and continued energy villages the number of scholars, desiring to learn the Inspectors of Nuisances during the weeks with which the several Missionary Societies both English and Chinese at the same time, is ending the 19th and 26th March, and the 2nd, develop that scheme, will be seen from the sub- too small to justify the additional expense in-

boys has been steadily improving since 1873, and Central School. additional 183 samples of water drawn from one-half of the whole number of children in Schools and Aided Schools which give school But although in the Grant-in-Aid but a Chinese education in the Chinese A letter from Messrs. Dorabjee & Hingkee, Schools the normal proportion of girls and boys language, has continued during the year Proprietors of the Victoria Hotel, requesting will in all probability be reached in a few years, 1886 its usual course, and calls for no special number the new Public Health Ordinance prohibiting the occupation of cellars as dwellings was read, and, subject to certain amendments, agreed to a letter from the Honourable the Colonial Secretary, informing the Board that the question of eresting Sheen and Swine Markets will be conveyed to female application of the Government to remove the Police Station, the criment to remove the Police Station, the converge dealer of several very influential supporters and the directors have built and that they were held direct from the Government to remove the Police Station, the classic of several very influential supporters of the Government to remove the Police Station, that of several very influential supporters of the directors have built and that they were held direct from the Government of the supposite island of Aplichau. In the case of an another Aided School, that of Shamshulpo, the commanded by Captain Hogg, well be supposed to an offensive and a defensive treaty with the where the Aided system year by year shewed to shall load at Hankow, at the opening of the team reason. Which has recently entered another Aided School, that of Shamshulpo, the opposite island of Aplichau. In the case of an another Aided School, that of Shamshulpo, the commanded by Captain Hogg, well into an offensive and a defensive treaty with the where the Aided system year by year shewed to shall load that they opening of the team reason. Which has also necessitated the removal of the school to the directors have built and that they were held direct from the Government of the school of th of erecting Sheep and Swine Markets will be needs of female education require therefore an Grant-in-Aid system. The first year's trial did

Dr. Eitel's Report on Education in Hongkong same capabilities; because the demand of such came into operation in the year 1884, clearly for the year 1886, is published in Saturday's special education, though urgent, is small and proves, as far as schools in class I. are concerned, hedged in by various difficulties.

the Schools under the supervision of the Governheadmaster, which will be found below. A few the lower ones, has been attained. supplementary statistical details and general obsupervision and annual examination by the Go- servations regarding the principal schools and classes of schools may be of interest. 9 .- The Government Central School was ex-

amined on the principles adopted several years ago and stated in former reports. The examination papers were set by the Headmaster therefore that both the number of Schools under Headmaster and then forwarded to me to form Government supervision in the Colony and the an independent opinion thereon. With the reading and in the case of all the subjects 3 .- Since the autumn of the year 1884, the Anglo-Chinese Classes (when the Headmaster when, in consequence of local disturbances, the noted results in consultation with myself), the attendance in all the Chinese Schools suddenly subjoined Tables exhibit the results of the exfell off and many children were, in a panic, amination according to the Headmaster's own

Here follow four tables. 10.-In addition to the remarks of the Head master, which will be found in the third parthe Schools under Government were required to agraph of his Report, I have to make but a few furnish a number of boys and girls to be buried general observations concerning the Government alive in the tunnel of the Taitam Waterworks Central School. Comparing the results of the Government Central School examination, as above tabulated, with the results of the previous year's examination, it is evident there has been in most classes a falling off in the following subproclamation of the Registrar-General allaved | jects, viz., English reading, dictation, and comthe excitement. The fact that such a silly position. In all other subjects the School did. with the exception of Classes II. V. and VI. as morthers, is a striking evidence of the lamentably | well as or better than last year. It is noteworthy: that the subjects, in which there has been a considerable falling off, are the very subjects in which point of Kowloon we generally shape our course year, a steady annual increase, observable in the the Central School would naturally be expected amounted, on an average, to 6 Schools and 472 pared with other Schools in the Colony, such as the Diocesan School, St. Joseph's College, or has to all appearance continued to increase year by year, and 5 new School, were started in 1886 jurity of the boys of the Central School are Chi-(balanced unfortunately by an equal number of nese boys who do not speak English nor hear Eng-Schools which had to be closed), the previous lish spoken out of school, and as the Central School teaching, the natural consequence is that the results obtained in the Central School in speaking and understanding English, and in English reading, dictation, and composition are somewhat below the results obtained in other Schools, although the staff, organisation, and method of the Central School are of a superior character. The Central School sends out annually a number of youths thoroughly well grounded in the rudiof English speaking people in the Colony re- English, and the Portuguese gain at the same ceives but a very small increase thereby year by year. A considerable proportion of the boys trained in the Central School go abroad. Most of those who remain, enter into business relations where they have little opportunity of keeping up sion did very well in all subjects, and in some or adding to their stock of English knowledge and consequently they have soon but little more going about four knots. She was slowed down tending Schools under Government supervision than smattering knowledge of English left. The before we got up to the Point. We were going in 1886, as many as 3,951 were placed by their principal point, however, is that the results of towards the Saghalien. We had orders to stand parents in Missionary Grant-in-Aid Schools, the Chinese teaching, which encroaches so much by the ancher, and then to let go. The ship's where they received a Christian education, whilst upon the English, are decidedly disappointing.

land with the number actually in attendance, language at the Contral School, as an extra

and Grant-in-Aid Schools is still far below the based on the general experience that natives can ordinarily gain proficiency in English only at volved. The need of a Training School to pro-

or effecting Sneep and Swine markets will be need of female education require therefore an considered when the time arrived for the pre-paration of the next Annual Estimates, was read. The Board then adjourned till 5 p.m. on Tuest though expanding its sphere rather slowly, will day, the 10th May, 1887.

The Board then adjourned till 5 p.m. on Tuest though expanding its sphere rather slowly, will day, the 10th May, 1887.

The Board then adjourned till 5 p.m. on Tuest though expanding its sphere rather slowly, will day of May, 1887.

The Board then adjourned till 5 p.m. on Tuest though expanding its sphere rather slowly, will day of May, 1887.

The first incomes therefore an improve matters, but there is hopothat in course son, 2,958 tone gross register; the steamor Kristow, Captain Thomson, 2,958 tone gross register; the steamor Ching-wo, himself and free from any embarrassing condition.

Captain Michagle, 2,308 tone gross register; the steamor Ching-wo, himself and free from any embarrassing conditions. There is hopothat in course son, 2,958 tone gross register; the steamor Ching-wo, himself and free from any embarrassing conditions. There is no improve matters, but there is hopothat in course son, 2,958 tone gross register; the steamor Ching-wo, himself and free from any embarrassing conditions. There is no improve matters, but there is hopothat in course son, 2,958 tone gross register; the steamor Ching-wo, himself and free from any embarrassing conditions. There is no improve matters, but there is hopothat in course son, 2,958 tone gross register; the steamor Ching-wo, himself and free from any embarrassing conditions. There is no improve matters, but there is hopothat in course son, 2,958 tone gross register; the steamor Ching-wo, himself and free from any embarrassing conditions. The steamor Ching-wo, himself and free from any embarrassing conditions. The steamor Ching-wo, himself and free from any embarrassing conditions. The steamor Ching-wo, himself and free from any embarrassing conditions. The steamor

children, whose education requires a more ex- in the Chinese language are beneficial. The pensive staff and costly house accommodation, subjoined comparative table, exhibiting the the Grant-in-Aid Scheme does not possess the working of the revised scheme (of 1883) which that the desire of the Government to reduce the . 8.—The results of the annual examination of carning power of these inexpensive schools (whilst increasing the pensum of work to be done ment will be found detailed in the Tables appen- under some Standards), and to encourage the London register, and that warrants be posted the d dto this Report, and, as far as the Government teachers to bring more children under instruct same day to those on the Shanghai and Hongkong Central School is concerned, in the report of its tion in the higher Standards without skipping registers respectively.

Here follows the table. 15.—As regards the Grant-in-Aid Schools in llass III. there are, this year also, but few spe-

olal features calling for comment. The history. and composition teaching in Schools in Class III continues to show improved results. The facility with which Chinese children, after five years' teaching of the Romanized system, write composition exercises in Romanized Chinese Colloquial, is quite equal to the average attainments of English children in the corresponding Eng. Less 251 shares, calls unpaid lish subjects, whilst the same Chinese children would require additional five years' teaching to gain similar facility in expressing their thoughts in the written Chinese character. Nevertheless. I-think, so far as practical utility is concerned child educated in a purely Chinese School in Class I., able to read and write a Chinese letter in the Chinese character, possesses a better training for practical life than the romanized system. encroaching by the time it demands upon the time absolutely required for the teaching of the written Chinese character, can possibly give, un. By amount of purchase account of less the school-age is abnormally extended. 16.—The Grand-in-Aid Schools in class IV. continue to improve year by year in organisation | By preliminary expenses (amount outand effectiveness of teaching. It is noticeable that the Portuguese community are every year sending more and more children to pass first, for three or four years, through a purply Portuguese School before sending them to an English School. The more this movement extends, the more solid appear to be the results of the English tenching in the higher Standards. As regards the English Schools in class IV., the Diocesan Home and St. Joseph's College quire special mention. The Diocesan School continues, as before, to distinguish itself by To general expenses, including remunerageography, algebra, and Euclid, good results be- To balance

ing exhibited in every Standard. St. Joseph's gives a valuable portion of its time to Chinese College has made a new move, in the year 1886. which is a move in the right direction. Whilst formerly teaching Portuguese and Chinese youths in separate classes, an arrangement has been made to confine this separate system to the lower Standards, and to move all Chinese scholars who have passed Standard III, into the European Division, where now Chinese and Portuguese. youths are taught side by side. By this arrangement, the Chinese gain the advantage of associaments of an English education, but the number tion with Portuguese who are better speakers of time the stimulus arising from emulation. consequence of this measure was also a considerable increase of numbers in the Chinese Division. At the annual examination, this Chinese Diviclasses the English reading was exceptionally good. As to the European Division of St. Joseph's College, there has been manifest progress in all directions. Quarterly examinations

were introduced in 1886, in addition to the weekly head went off towards the Saghalien about three 1.893 children attended the Government Schools. The vast majority of the Chinese boys enter the discipline of this Division now leave little to be head was turned astern or not. Her head was ment Central School, 910 attended the outside studied Chinese classics in purely Chinese Schools, what weak in grammar, and those of Standard turned astern when I let go. We let out about Schools in town and villages, kept by the Go-for four years or so. Whilst they are studying V in composition (principally in consequence of Press:—struck the Saghalien. I wrote up the ship's log in the small Village Schools kept by natives longer, a portion of their school times is devoted in Standard VI. was very good on the whole, and book on the 29th Nov. Lput the words "between and aided by the Government (by a monthly to Chinese studies. Yet—the best, that can be so also the arithmetic in all Standards. The said of the results of the Chinese teaching given cheerful spirit animating all the classes of the

> 17.—The needle-work examination was conducted in 1886 on the plan resorted to in 1885 needle-work submitted for examination was done in my presence and then forwarded, together with a Schedule detailing the particulars of each and adjudged the merits of each piece of work. This Committee reports having observed real very successful, but that some seem hardly qualithe needle-work done in the presence of the James. Mr. W. Fellding gives no address, and examiner being had and dirty while the other we have issued a writ against him for slander, portion of the work was good and clean. It is but have been unable to find him in order to

her Committee who conducted this needle work plotting out of the estates (which have extended the junks were anchored, but I was otherwise population enrolled in Schools of all classes. hours were devoted exclusively to the subjects of particulars. 3. The great value of the property good size. This does not involved and something minuteness of the property good size. This does not involved and something minuteness of the property good size. The junks were of pretty good size. This does not involved and something minuteness of the property good size. The junks were of pretty good size. This does not involved and something minuteness of the property good size. The junks were of pretty good size. This does not involved and something minuteness of the property good size. The junks were of pretty good size is a size of the pretty good size. The junks were of pretty good size is a size of the junks were of pretty good size is a size of the junks were of pretty good size is a size of the junks were of pretty good size is a size of the junks were of pretty good size of the junks were of pretty good size is a size of the junks were of pretty good size is a size of the junks were of pretty good 18.—The educational movement of the Colony perty comprised in the concessions is wholly Straits Marine Insurance Company, Limited received a considerable atimulus in the year 1886 by the introduction of the system of the Cambridge Local Examinations and by the arrangements made for establishing a Medical School in connection with the Alice Memorial Hospital, contested prize, like the Scholarships of the Co-

lony, if the students receive regular and progressive teaching. With the increase of stimulants tending to promote mental exertion, it behoves educationists also to keep an eye on the sucrosches which stimulated mental exertion is, aspecially in this climate, liable to make upon health, and to discern at an early stage what children are and what children are not fitted for the severe and protracted exertion of the mind called forth by a multiplication of competitive examinations. In this colony, where there is hardly any sphere for the industrial education of the children of European and Portuguese residents, the tendency which Mr. Gladstone has described as the fault of modern education, is specially strong, viz., to overcrowd the profesfrom those dependent on the hand. There is serious risk in trying might and main to fit sions that they may be spoiled for handicraft pany (Limited), one of my schemes, stand at only in order to discover too late that they have

the more intellectual order. 19.-I enclose the usual tables. I. to XVI containing the educational statistics for the year obedient servant. E. J. EITEL, A.M., PH.D.,

not the natural gifts indispensable to success in

Inspector of Schools. The Honourable F. Stewart, LL.D., Colonial Secretary.

THE CHINA SHIPPERS' MUTUA STEAM NAVIGATION COM-PANY, LIMITED.

which was to be submitted at the fifth annual ordinary general meeting of shareholders, to b The directors have the pleasure to submit the gene-

general expenses for the current year, including directors' fees, incoms tar, 2 This sum it is proposed to apply as fol-To depreciation and boiler fund : To preliminary expenses (being balance

In payment of a dividend at the rate of

The steamer Moune, Captain Hogg, 2,690 tons for sale a distinct specific right, peculiar to

support of the shareholders and their friends to sure good and increasing dividends. The following directors retire on this occasion, but being eligible, offer themselves for re-election :- Mr. A. Doggon and Mr. W. M. Strachan. The retiring auditors, Mesars. Baker and Laudderforth, and Mr. Jamieson Elles, offer thomselves for the best possible use for himself. Any person It is proposed that the dividend shall be made nay.

ALBERT DEACON, Chairman. London, 7th April, 1887. BALANCE SHEET TO BIST DECEMBER, 1886. has been paid 1.800 514 shares on which £10 per - share has been call. . £

ed up 75,140 0.0 (Forfelted) 7,642 shares

By cash at Bankers and in hand By each on deposit at interest

salaries, incomo taz, stationery, &...

ly balance from last account Dividend paid May, 1886 ... 3,650 0 0 Preliminary expenses (amount written off) Amount placed to credit of

depreciation and boiler - 11,373 14 16 By profit realized on completed voyages, 25,626 13 4

THE JOHORE COMPANY.

A discussion originated by the Financial News with reference to the new Joint Stock Company bearing the above title, has resulted in the return of the subscriptions and the shandonment On New YORK .of the scheme. A few days subsequent to the publication of the prespectus Mr. W. Feilding addressed the subjoined communication to the

"The agent for his Highness the Sultan of Johore notifies to the British public that no money consideration was paid or will be payable Ox CALGUTTA.to his Highness as premium for the leases to be granted by him to Mr. Keswick as trustee for Messrs. Smith and Sayle, the vendors of the concession, now being sold to the Johore Company for £350,096, of which £250,000 is payable in cash. The agent to his Highness recommends intending subscribers carefully to persuo the conditions of the leases in question. To this communication the "vendors" of the

company, Messra, Dalton Sayle and W. Mac-Gregor Smith, published the following raply :-"1 .- We have never heard of any person of the name of 'W. Feilding' as the Sultan's agent or representative in this country. In all our dealings with the Sultan we have communicated James. Mr. W. Fellding gives no address, and serve it upon him. 2. The statement that no unaffected by the allegations of 'W. Feilding. The figures and statements in the prospectus are based on the assumption that the sum of intending investor can judge for himself from those floures and statements what are the pros-

To the above letter Mesers. Hacon and Turner the solicitors to Mr. Feilding, expressed their willingness to accept service of any writ which furthermoreannounced that Mr. Feilding derived his authority from a power of attorney granted by the Sultan of Johore. Thereupon, as already stated, the prospectus was withdrawn. In the meantime a letter appeared in the Financial News " From a Correspondent," dealing at great length with the announcements in the prospec tus, and pronouncing them to be in many points exaggerated or inaccurate. Mr. Smith replied to this letter as follows:-" It is not the case that I ever hawked the property about Hongkong sions that depend upon the mind as distinguished or elsewhere in any way. What he (the my other schemes I am at a less to understand. as the shares of the China Sugar Refining Comwith what experience of the district your correspondent writes, but he evidently knows yery little of it when he speaks of the rent of £4 10s. per sere as preposterous. Such rent is now being obtained in Johors to my own personal 1886 .- I have the honour to be, Sir, your most knowledge, and I should be only too pleased i your correspondent would put me in the way o purchasing garden land at Singapore at £4 10s. per acre. I would buy up every acre I could buy at the price. The Claussera Estate was sold about two years ago at between £10 and £11 per acre -an old exhausted gambier estate containing snything but good land. The security offered for the debentures is 100,000 acres of land at

£2 10s. per acre. The statement that the land, if forced into the market, would not realise as many pence, is the mere ipse dixit of your cor-The following is the report of the directors respondent, and too preposterous to call for any reply on my part. Several other letters referring to the scheme have appeared in the Financial News, which held at the Cannon Street Hotel, London, on journal sums up the pase as follows:-"The surviving directors of the Johore Company came to a very wise decision when they resolved to spectus. By doing so they have separated themsalvesin the eyes of the public from one of the mort unblushing attempts ever made to victimise investors. All that now remains to be done is to hear what the promoters have to say for themselves, and to ascertain how such a Baron Munchausen 9,696 0 4 scheme ever saw the light. It is hardly to be treated as a commonplace matter of business, and its history, when fully told, is likely to read 164 6 10 rather like a new Arabian Nights Entertainment On the old-fashioned, but sometimes forgetten A Report by the Government Analyst on an that in these Schools the girls form now nearly 13.—The work of those Government 12s. per share, free of income tax 4,585 4 0 sprinciple of law that a man cannot give away distinged 189 samples of water drawn from angulast of the whole number of children in Schools and Aided Schools which give Balance to be carried to new account 8,807 12 6 more than he has himself it may be useful to more than he has himself, it may be useful to 219,753 3 8 show, on indisputable anthority, what the vendor of the Johore Company actually had to sell. In The working of the company's vessels during the the prospectus it is described as 'valuable concesthat a polluted well on their premises should not the case is very different in the other Schools of the closed was laid on the table. Resolved ;—that the Colony. Whilst in the Grant-in-Aid Schools ting separate prizes at the annual prize-giving, to kind, and, the directors believe, to the satisfaction of from the Sultan of Johore, to W. McGregor Messrs. Dorabjee and Hingkee be requested to the proportion of girls to boys is nearly 1 to extend the teaching of geography and Chinese all their shipping friends.

Cover the well and fit it with a pump in such a 2, it is in the Government Schools like 1 to 18. composition in these Schools, and some improvement of the respectations of the companies of the proportion of girls to boys is nearly 1 to extend the teaching of geography and Chinese all their shipping friends.

The Kaisow has fully confirmed the expectations william Keswick, of Hongkong, and of No. 8, formed of her capabilities and earning power, and has proved a most valuable addition to the company's Lombard-street, in the City of London, merchant, from the wall has proved a most valuable addition to the company's lombard-street, in the City of London, merchant, from the wall has proved a most valuable addition to the company's lowbranches. as their trustee." It was further stated that the than that of flushing the closets and drains altogether 2,198, boys and 80 girls reported as unhealthiness of the locality, which compelled In order to keep pace with the times, and to meet concessions comprised the right to select 100,000 the expressed desire of several very influential supacres of land in the territory of Johore and Moar, acres of land in the territory of Johore and Moar.

ful not to publish, it is described as 'the privilege of applying for and obtaining' a lease of certain lands. The State of Johore happens to enjoy a very liberal land law, of which Mr. W. McGregor Smith has endeavoured to make may go to Johore, just as Mr. Willian McGregor Smith did, and lodge in the Land Department an application for a lease of as much land as he pleases. He may ask for 500 or half a million acres and the Government of Johore will do what it can to oblige him. Having got his cortificate of application, he has two years allowed him in which to select his land and have it surveved. He may then go through a few other formalities and take out his lease. It will be seen at once that until the lease is completed there cannot be very much commercial value in the certificate of application. Mr. William McGregor Smith has thought differently, however, Having acquired, by the comparatively simple and inexpensive method described, two cortificates of application, one covering 30,000 and the other 70,000 acres, he returns to London and proposes to sell them for the small sum of £350,000. His generosity may seem astounding, but the fact is it was an after-thought. When Mr. William MacGregor Smith drew up his first prospectus he intended to ask for a good deal more. In that he fixed the capital of the company at nearly double the amount asked for in the revised prospectus £222,853 10 10 which actually appeared. There was to be £700,600 in ordinary shares, of which Mr. William STATION MacGregor Smith was going to take £400,000 £500,000 in 7 per cent. preferred shares, and £250,000 in debenture stock, all of which Mr. William MacGregor Smith would have been gracionaly pleased to distribute to the public. This truly Oriental prospectus was actually on 4,553 19 8 the point of being published when the energetic remonstrances of certain persons who knew the facts caused it to be withdrawn. The scheme 0 0 was recast, and Mr. William MacGregor Smith took in sail to the extent of £500,000—in other 2222,853 10 10 words, he reduced his capital from £1,450,000 to £350.000."

COMMERCIAL INTELLIGENCE. SATURDAY, 14th May.

Quotations are: New Malwa...... \$525 per picul, alice, of 24 to 34 catties. 21 to 31 catties. Potna (New)\$5121 per chest. Bengres (New) 480

 Exchange. ON LONDON.-Telegraphic Transfer Bank Bills, at 30 days' sight3/1 Bank Bills, at 4 months' sight 3/12 Credits, at 4 months' sight3/2 a 3/14Documentary Bills, at 4 months'

ON PARIS.— Bank Bills, on demand3.93 Oredits, at 4 months' sight4-ON BOMBAY.-ON SHANGHAL .-Bank, at sight

Quotations are:-Hongkong and Shanghai Bank Shares-136 per cent. premium, sellers. Union Insurance Society of Canton, Limited-China Traders' Insurance Company's Shares-

\$70 per share, sellers. North China Insurance—Tis. 285 per share. Yangteze Insurance Association Tls. 107 per Chinese Insurance Company, Limited-\$230 per

the concessions and the surveys and the Hongkong Fire Insurance Company's Shares \$435 per share.

Straits Fire Insurance Company. Limited-£350,096 is payable to the vendor, and any Hongkong and Whampon Dock Company's Shares-86 per cent. prem., sales. Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$91 per cent. prem., sellers. nde China Steam Navigation Co.'s Shares-

 10 per cent. discount. China and Manila Steamship Company, Limited -30 per cent. discount, nominal. might be issued by Messrs. Sayle and Smith, and Donglas Steamship Company, Limited-S52 per Hongkong Gas Company's Shares—\$125 per Hongkong Hotel Company's Shares—\$210 per

China Sugar Refining Company, Limited—\$12 per share, sellers. Luzon Sugar Redning Company, Limited—S6 per share sellers. Hongkong Ice Company's Shares-\$52 per Hongkong and China Bakery Company, Limited -3110 per share.

Perak Tin Mining and Smelting Company -320 per share. Punjom and Sunghie Dun Samantan Mining Company, Limited—\$9½ per share, sellers. Perak Sugar Cultivation Company-Tis. 18 per | | HAMPAGNE "MONOPOLE, Hongkong Rope Manufacturing Company, Limited-\$45 per share.

Hongkong and Macao Glass Manufacturing Co., Limited—60 per cent. discount. S. Watson & Co., Limited-50 per cent. DRY Do. premium, sales. Hongkong & Kowloon Wharf and Godown Co., Limited—55 per cent. prem.; sellers. Singapore Insurance Company, Limited—\$22

per share. Chinese Imperial Loan of 1884 B-6 per cent Chinese Imperial Loan of 1884 C-8 per cent premium, sales. Chinese Imperial Loan, 1886 E-64 per cent. premium, tales. Chinese Imperial Government 1885 Dollar Loan

-3 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MISSRS, PALCONES & Co.'s BROTHERS.) Berometer-1 7.M. Barometer-4 r.M. Thermometer-8 A.M. Thermometer-4 F.W. Thermometer 9 LM (Wet bulb) Thermometer-4 7. M. (Wet bulb)..... Thermometer-Maximum

· WETEOBOLOGICAL REGISTER.

Previous | On date | On date st 10 s.m. at 4 p.m. 29.89 Temperature E.N.E. Direction of wind ... Force of wind Weather 1.—Basewaran reduced to 32 degrees Fahrenheit and to
the level of the sea in inches, tenths and hundredths.

3.—Tunvanarous in the shade in degrees Fahrenheit.
3.—Hundry in percentage of saturation, the humidity of
air saturature with moisture being 100.

3.—Direction or was Wiren to two points.

i.—Fossu or the Winn according to Besufort Scale.

d.—State by the Western B. blue sky; C. detached clouds; D. drisnling rain; F. fog; G. gloomy; H. hall; L. lightning; O. orecoust; F. passing showers; C. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).

7.—Rate in inches, tenths and hundredths. W. DOBERCK. Hongkong Observatory, 15th May, 1887.

14th May, 1887, at 10 a.M. The Barometer has risen and gradients for N.B. winds are mederate. The tomperature is moderate, the humidity low, and cloudy weather prevails. 11th May, 1887, st 4 r.M. 20.65 1 48 W. DOBERCK. Hongkong Observatory, 15th May, 1887.

CHINA COAST METEOROLOGIC

REGISTER.

18th May, 19-7, at \$ P.M.

FUR SALE FOR SALE. THE 100 A. 1. STEAMER Expected in Japan within a few weeks, built in Holland in 1882. Lougth 91 feet 7 inches.

Width 18 feet 1 inch. Depth 8 feet 9 inches. Draft about 9 feet, currying capacity 160 tous. With Compound Vertical Engines of 125 H.-P. Speed 8 knots per hour. For further particulars of Steamer, apply to J. PH. VON HEMERT

Yokohama, 11th April, 1887 JUST RECEIVED. ✓ UARANTEED the very best Quality HOLLAND GENEVER or GIN in Cases

of One Dozen or less, White Crystal Glass Bottles, Key Brand. Also GENEVER in Stone Buttles and POMERANZEN BITTERS. GUNS, RIFLES, REVOLVERS, CART-RIDGES, SHOT, &c., &c., &c.

The RISING HOPE SHAG TOBACCO from Nello, (Rotterdam.) J. F. SCHEFFER. 21, & 23, Pottinger Street.

FOR SALE OR TO LET. THE Property known as "THE CLIFFS." near Mount Gough—the Peak. Apply to co

ADAMS & JORDAN. Hongkong, 24th February 1887. FOR SALE.

HEIDSIECK'S CHAMPAGNE, 1880 WHITE SEAL. \$21..... per case of 1 dozen quarts. \$22..... per case of 2 dozen pints. PAUL DUHOIS & Co.'s CLARET, GRAND VIN LEOVILLE. 325..... per case of 1 dozen quarts. CLARET, CRATEAU LAROSE. \$13 per case of 1 dozen quarts. \$14..... per case of 2 dozen pints. PONTET CANET. \$9.50 per case of 1 dozen quarts. PALMER MARGAUX. \$7.50 per case of 1 dozen quarts. \$8.50 per case of 2 dozen pints. LORMONT.

\$5 per case of 1 dozen quarts. JOHN WALKER & SONS' OLD HIGHLAND WHISKEY. 38 per case of 1 dozen bottles. CUTLER PALMER & Co.'s WINES AND SPIRITS, SIEMSSEN & Co. --

Hongkong, 1st January, 1884. FOR SALE. AT WHOLESAUE PRICES. SACCONE'S SHERRY, PORT. CLARETS, CHAMPAGNE.

HOCKS. BURGUNDY. BRANDY, WHISKIES, ALE, STOUT, MACHINERY, LAWN MOWERS. SCALES, BICYCLES. PAINTS, OILS, VARNISH.

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 1st January, 1886. FOR SALE.

-HEIDSIECK & Co.-MONOPOLE RED SEAL (modium dry). Do. "seo" RED FOIL (dry).

CARLOWITZ & Co., Sole Agents for Heidsieck & Co., Reims, For Hongkong, China, and Japan. Hongkong, 1st July, 1885. FOR SALE.

HAMPAGNE "CARTE BLANCHE SEC." HENRI CLICQUOT, REIMS. \$16.....per Case of 1 dozen quarts. \$17.....per Case of 2 dozen pints. SCHEELE & Co. Sole Importers for Hongkong & China. Hongkong, 20th April, 1887. FOR SALE.

Collection of about 400 UNPOLISHED A. GEMS. Can be seen on application at the Office of this Paper. Hongkong, 26th February, 1887. TOORTLAND CEMENT J. B. WHITE & BROS. SOLE AGENTS FOR CHINA. HOLLIDAY WISE & Co.

Hongkong, 11th April, 1883. FOR SALE. NGLO-CHINESE CALENDAR FOR THE DESK,

In RED AND BLACK

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TO LET. No. 16, HOLLYWOOD ROAD. Hongkong, 30th July, 1886. TO LET. Apply to SEAMAN'S CLUB. Apply to Hongkong, 2nd May, 1887. Mount Gough. Asphalte Tennis Court. For Particulars, apply to Hongkong, 10th May, 1887. Hongkong, 5th May, 1887. in STANLEY STREET. Apply to Apply to the 15th April, 1887. WEEK DAYS. Leaves Kowloon 6.00 A.M. 8.00 , 7.00 A.M. 8.50 .. 9.40 ., 9.00 9.00 *10.15 10.30 10 30 12.45 P.M. 12.30 P.M. 11.00 1.00 2.00 1.30 2.30 3.30 4.00 4.15 4.50 5.25 5.40 4.50 5.26 6.15 ,, 6.65 Friday, on account of coaling.

TO BE LET. DOOMS IN "COLLEGE CHAMBERS." DAVID SASSOON, SONS & Co. ROOMS in CLUB CHAMBERS. DOUGLAS LAPRAIK & Co. Hongkong, 1st February, 1882 TO BE LET. THE EXTENSIVE PREMISES Queen's Road (next to the Commissariat Buildings) lately occupied by the ROYAL NAVAL LINSTEAD & DAVIS. .TO-LET AT THE PEAK. SEMI-DETACHED FOUR ROOMED A DWELLING HOUSE situated of IMMEDIATE POSSESSION. Arrangements can be made for use of an GIBB, LIVINGSTON & Co. TO BE LET. VERY COMFORTABLE A FURNISHED HOUSE commanding extensive Sea View and very Cool in summer. THE HONGKONG DISPENSARY OFFICES TO BE LET. TNo. 38, QUEEN'S ROAD CENTRAL | THIS Policy secures to the insured the option A with Comprance's Rooms and entrance of terminating his Insurance at the end of HONGKONG DISPENSARY. Hongkong, 15th March, 1887. TO BE LET. 66 DEACONSFIELD," at present occupied by the Hongkong and Shanghai BANKING CORPORATION. Possession from 1st application to BELILIOS & Co., SHARP & Co., " Estata Agenta. Hongkong, 11th March, 1887. TO BE LET. WITH EARLY POSSESSION. ISNEE VILLA"-POHFULUM. SHARP & Co., Estate Agents. Hongkong, (1th April, 1887. OONG SHING Dealers in CHINESE CURIOS, PICTURES, BRONZE WARES. OLD PORCELAIN, JADESTONE, &c. 58. QUEEN'S ROAD CENTRAL. HONGKONG. WONG MAN SHING, Dealer in FURNITURE OF ALL KINDS JAPANESE LACQUERED WARES, CURIOS, &c., &c. PRICES MODERATE. 53, Queen's Road Central. Victoria Hotel Buildings. Hongkong, 16th February 1887. ING TAI & Co. SHIP'S COMPRADORES, STEVEDORES, COAL MERCHANTS. FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE. No. 25. PRAYA CENTRAL. 客發炭煤司公泰榮 C OAL L contains the

mium per Annum. Hongkong, 20th May, 1881. COAL MERCHANTS. have always on hand LARGE STOCKS OF EVERY DESCRIP-TION OF COAL. Address: - Care of Messrs. Kwong Sung & Co., No. 68, PRAYA. TAI, COAL MERCHANT, DUCED to the PER CENT. NETT PER ANNUM has always on hand LARGE STOCKS OF EVERY DESCRIPTION OF FROM THIS DATE. FOR SALE AT A MODERATE PRICE. No. 85, PRAYA CENTRAL. Hongkong, 9th May, 1881. NORTH BRITISH AND MERCANTILE DRAPERS, HOSIERS, HABERDASHERS. THE Undersigned. Agents of the above Com-MILLINERS, TAILORS AND [38] FIRE at Current Rates. DRESSMAKERS. . No. 3 LYNDHURST TRERACE. Hongkong, 1st January, 1882. THINA OVERLAND TRADE REPORT THE NETHERLANDS FIRE COMMERCIAL JOURNAL for CHINA, JAFAN. Published at the Office of the Hongkong Daily Press on the Morning of the Departure FIHE Undersigned, having been appointed of the English Mail. prepared to ACCEPT RISKS, against FIRE LATEST AND FULLEST TRADE at Current Rates. INTELLIGENCE REPORTS OF MEETINGS OF Hougkong, 24th March, 1887. COMPANIES. THE LATEST TELEGRAMS. THE MAN ON INSURANCE COMtogether with the POLITICAL AND GENERAL NEWS of the Fortnight. The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines Straits Settlements, &c. &c. SUMMER TIME TABLE. BAN HUP, Esq. THE KOWLOON FERRY. CHAN LI CHOY Esq. Q. HOI CHUNE, Esq. STEAM LAUNCH The Company GRANTS POLICIES "MORNING STAR" MARINE RISKS to all parts of the World Runs Daily asa Ferry Boat between PEDDAR'S payable at any of its Agencies. WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from Contributory Dividends are payable to all Shareholders or not. SUNDAYS. Leaves Leaves Hongkong Kowloon Hongkong 6.0 A.M. 7.30 7.00 A.M. 8.00 No. 2, Queen's Road West, 10.15 Hongkong, 14th March, 1881. 10.45 12,00 NOON FIRE INSURAN JE COMPANY, OF 1877 12.30 P.M. 1.16 P.M. 3.00 11 RISKS at Current Rates. . 6.15 7.00 Hongkong, 18th January, 1884. *There will be no Launch on Monday and The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be Agents for the above Company, are prepared to GRANT POLICIES against given of any stoppages FIRE AND LIFE at Current Rates. MAIL TABLES. MAIL TABLES. Hongkong, 1st April, 1885. MAIL TABLES. THE LONDON ASSURANCE YOW READY INCORPORATED BY ROYAL CHARTER OF HIS MAIL TABLES 1887. THE Undersigned having been appointed Showing Dates of DEPARTURE of the ENGLISH and FRENCH MAILS from HONGprepared to grant Insurances as follows:-KONG, of their anticipated ARRIVALS in LONDON.

and the Dates of RETURN DESPATCHES; and

PARCEL POST

AN ALMANAC FOR 1887.

ANGLO-CHINESE CALENDAR.

On Cardboard 10 Cents.

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Hongkong, 11th January, 1887.

"Daily Press" Office,

THE DALLY PROSS MONDAY, MAY 16th, 1817. VESSELS ADVERTISED AS LUADING. FOR FREIGHT APPLY TO TO DE DESPATCHED DESTINATION VESSEL'S NAME CAPTAIN. On 19th inst., at 4 P.M P. & O. S. N. Co..... Deccan (str.)... Case ... LONDON, &c., VIA SUEZ CANAL On 23rd inst. Butterfield & Swire.. Hongkong Bremner..... LONDON VIA SUEZ CANAL ... Ulysses (str.) Butterfield & Swire To-morrow. Hongkong Hannah Glauous (atr.) LONDON VIA SUEZ CANAL Quick despatch. Carlowitz & Co..... Hongkong J. T. Bannau... LONDON AND HAMBURG. Quick despatch. Pustau & Co..... Hongkong Davis LONDON AND HAVBURG. Quick despatch. Carlowitz & Co.... LONDON AND HAMBURG Quick despatch. Carlowitz & Co. Hongkong Amphitrite Anderson HAVRE AND LONDON. Quick despatch. Carlowitz & Co..... Hongkong HAVRE AND LONDON To-day, at 11 A.M. Siemssen & Co...... E. Christiansen | Hongkong HAVREAND HAMBURG, &c... Hesperia (str.). On 28rdinst., at 11 A.M. Hongkong. L. Modsen HAVRE AND HAMBURG, &c Electra (str.) On 26th inst., at Noon. Saghalien(str.)..... Homery MARSEILLES-VIA -BAIGON, &c. On 9th June, at 4 P.M. Melohers & Co. BREMEN, & PORTS of CALL. Sachsen (str.) Taeger On 18th inst., at 3 P.M. Adamson, Bell & Co. .. Alex. Marshall Hongkong Abyssinia (str.)..... VANCOUVER B.C., VIA KOBE, &c. On 24th inst., at 3 P.M. P. M. S. S. Co..... Hongkong City of Poking (str.) SAN FRANCISCO VIA THAMA... On 2nd June, at 3 P.M. O. & O. S. S. Co. San Pablo (str.) ... SANFRANCISCO VIA Y'HAMA... On or about 30th inst. Adamson, Bell & Co..... Lennox (str.)...... J. Thearle NEW YORK VIA SUEZ CANAL ... Quick despatch. Carlowitz & Co..... NEW YORK Mentone.... Quick despatch. Pustau & Co. Haskell Bountag Quick despatch. Carlowitz & Co..... Quick despatch. Pustau & Co..... A. C. Paulson Manhegan..... NEW YORK Quick despatch. Pustau & Co..... Chs. C. Oakland Wachusett Quick despatch. Melchers & Co..... Hongkong Geo. Parker VICTORIA, (V.I.)..... Penshaw Quick despatch. Gonsalves & Co..... G. B. Holland. Hongkong HONOLULU Gonsalves & Co..... Hongkong R. Martin HONOLULU Eduard Schellhass & Co.... Meroury (str.) Panno HONOLULU On 22nd inst., Dayligh Gibb. Livingston & Co.... SYDNEY AND MELBOURNE ... Pathan (str.) Rowley Gibb, Livingston & Co.... On or about 19th inst Benlerig (str.) | Clark YOKOHAMA AND KOBE On or about 20th inst. General Werder (str.) W.vonSchakmann YOKOHAMA, KOBE, &c..... On 21st inst., Daylight Teheran (str.) NAGASAKI, KOBE, &c. On 21st inst., at Noon Jardine, Matheson & Co... Hongkong Glenartney (str.) ... Mackinlay NAGASAKI, KOBE, &o..... Butterfield & Swire . On 23rd inst. Chefoo (str.) Hughes TIENTSIN Butterfield & Swire On 18th inst. Telemachus (str.) ... Jones SHANGHAI VIA AMOT P. & O. S. N. Co.... Quick despatch Verona (str.).... SHANGHAI On 22nd inst. Butterfield & Swire Hongkong Patroclus (str.)..... Thompson SHANGHAI Quick despatch Molchers & Co..... Sachsen (str.) Taeger SHANGHAI To-morrow, at 4 P.M. Siemssen & Co...... Yangtere (str.) | Th. W. Starling Hongkong SHANGHAI On 18th inst., at 4 P.M. Russell & Co..... Zafiro (str.) Talbot..... Hongkong MANILA VIA AMOY..... On 18th inst. Soy Shing..... Hongkong Tritos (str.) Jardine, Matheson & Co... On 19th inst., at Noon Hongkong SWATOW. CHEFOO. &c..... Paumben'(str.) Douglas Lapraik & Co ... To-morrow, at Noon. SWATOW, AMOY, & FOOCHOW Namos (str.) Pocock Hongkong VESSELS ON THE BERTH. INTIMATIONS. [710 THE NEW YORK LIFE INSURANCE YEAR DIVIDEND POLICY AND R. TENNENT'S ALE and FOR SINGAPORE, HAVRE, AND HAM. BURG, VIA SUEZ CANAL. PORTER. (Taking Cargo at through rates to ANTWERP, DAVID CORSAR & SONS' AMSTERDAM, ROTTERDAM, LONDON, Merchant Navy LIVERPOOL, and BREMEN.) any 5 Year period, and receiving for his Policy a Navy Boiled CANVAS. FETHE Steamship cash surrender value together with his share of Long Flax scoumulated surplus apportioned as a dividend. | 549 If death occur, the full amount of the Policy will "HESPERIA," [20] Captain E. Christiansen, will be despatched for

ARNHOLD, KARBERG & Co. Hongkong, 11th May, 1867. HE Undersigned have been appointed Sole Agents for the Sale of their Goods in

be paid immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all promiums received during the 5 Year period in Prospectus and full particulars may be had on Hongkong and China by Messrs. J. & R. TEN-NENT, Glasgow, and Mossre. DAVID CORSAR & GIBB. LIVINGSTON & Co., SONS. Arbroath. ARNHOLD, KARBERG & Co. Hongkong, January, 1867. THENIX FIRE OFFICE WHISK SQUARE NAPIEE BOTTLE NAPIER JOHNSTONE'S BLEND, The Undersigned are now prepared

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CALEDONIAN FIRE AND LIFE

INSURANCE COMPANY.

ESTABLISHED 1805.

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COMPANY AT HAMBURG.

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LIMITED,

THE Undersigned are prepared to GRANT

THE LATEST ADVANCE IN LIFE INSURANCE.

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946 POLICIES on MARINE RISKS a

Hongkong, 27th September, 1886.

(OF CALCUTTA).

GIBB, LIVING 3TON & Co.,

Acting Agents.

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Hongkong, 16th November, 1872.

class risks at current rates.

which death may happen.

Hongkong, 13th January, 1887.

FIRE at the following Rates:-

censed Godownsat 11 %, Net per Annum

Tenements......at 24 % Net per Annum

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PANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS

RISKS at 1 % nett per Annum, and other In-

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HEAD OFFICE-HONGKONG.

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IN HAMBURG.

GENERAL LIFE AND FIRE

ASSURANCE COMPANY.

MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India,

FIRE DEPARTMENT.

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Policies issued for sums not exceeding £5,000,

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Chins, and Australia.

current rates.

at reduced rates.

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On Paper 10 Cents each, or One Dollar Policies issued for long or short periods at

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WOO LIN YUEN,

Secretary.

DOUGLAS LAPRAIK & Co..

Agents for Phonix Fire Office.

JAS. B. COUGHTRIE,

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On First-class European

On First-class Godowns.

therein ...

& Merchandise atored

On First-class Chinese_

On Second Class Chinese

Hongkong, 5th August, 1881.

SURANCES at Current Rates.

Hongkong, 27th March, 1882.

and the Philippines.

Hongkong, 27th March, 1876.

COMPANY OF HAMBURG.

on the usual terms.

Hongkong, January, 1882.

Agents for the above Company are pre-

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Superb Quality, GRANTPOLICIES of INSURANCE against CUTLER, PALMER & Co.'s SELECTION. Apply to LANE. CRAWFORD & Co., Tenementsat 1 % Net per Annum. Hongkong. FF you want JAPANESE GOODS at at & %. Net per Annum. On Coalsat l ./. Net per Annum.
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Go to CASSUMBHOY'S STORE, BRACONSFIELD ARCADS, A Large Assortment of New Satsuma and ther Ware, Bronzes, Tea Services, Screens, &c. New and Second-hand FURNITURE at Lowest Prices. NOTICE.

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The Undersigned, Agents for the above Com-NOTICE. pany, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at 1 per Cent. Nett pre- HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED. [60 CHIPMASTERS AND ENGINEERS are MPERIAL FIRE INSURANCE COM- arrival in this Harbour, none of the Company's on THURSDAY, the 19th inst., at Noon.

Foremen should be at hand, orders for repairs if 'For Freight or Passage, apply to The Undersigned, Agents for the above sent to the HEAD OFFICE, No. 14, Praya Company, are prepared to GRANT POLICIES Central, will receive prompt attention.

against FIRE to the extent of \$60,000 on any

In the event of complaints being—found necessary, communication with the Undersigned is requested, when immediate steps will be taken RATES ON FIRST-CLASS GODOWNS RE- to rectify the cause of dissatisfaction. D. GILLIES, Hongkong, 26th August, 1885.

ESTABLISHED IN 1852. P. FISHER'S NEWSPAPER AD-VERTISING AGENCY. ROOMS 20 AND 21. MERCHANTS' EXCHANGE, CALIFORNIA STREET, S. F. N.B.—Advertising Solicited for all Newspany, are authorized to INSURE against | papers published on the Pacific Coast, the Sand-

Valparaiso, Japan, China, New Zealand, the Australian Colonies, the Eastern States, and Europe. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during business hours. The "HONGKONG DAILY PRESS" is kept on fild at the Office of L. P. FISHER, who is autho- will leave for the above places on 21st instant, Agents for the above Company, are rised to receive Advertisements.

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TANGLISH AND CHINESE DICTIONARY. WITH THE PUNTI AND MANDARIN PRONUNCIATION. An Anglo-Chinese Dictionary, published at the Daily Press Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been | Captain Rowley, due shortly with part Cargo compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in extenso. Each and every word is. fully illustrated and explained, forming exercises Contributors of Business, whether they are for students of a most instructive nature. Both the Court and Punti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size | THE Company's Steamship of body, thereby effecting a vast economy of space, achieving a clearness not previouslyattained, and dispensing with those vast margins Captain Hughes, will be despatched as above and vacant spaces which have heretofore characo on MONDAY, the 23rd instant. THE Unde signed, Agents of the above terized Chinese publications.

To the illustrate the vast scope of the work following facts are submitted for consideration:-Chalmers Vocabulary contains about 16.000 Chinese characters, and Medhurst's English 177 and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English | HE American Ship words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the THE Undersigned having been appointed student of this difficult language absolutely requires examples to display the various appli-cations and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto pub-

> For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to a Europeans residing in Cl ina, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted.
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quarto pages. A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies. LONDON: TRUBBER & Co., 60, PATERNOSTER ROW. HONGKONG "DAILY PRESS" OFFICE WEADHAM ST.

the above Ports TO-DAY, the 16th May, at ELEVEN A.M. For Freight or Pessage, apply to SIEMSSEN & Co., Agents. Hengkong, 22nd April, 1887.

OCEAN STEAMSHIP COMPANY: FOR LONDON VIA SUEZ CANAL. THE Company's Steamship " GLAUCUS,'

Captain Hannah, will be despatched as above TO-MORROW, the 17th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong 12th May, 1887. OCEAN STEAMSHIP COMPANY.

FOR SHANGHAL VIA AMOY. (Taking Cargo and Passengers at through rates being the best built and most splendidly equipfor NINGPO. CHEFOO, NEWCHWANG, TIENTSIN. HANKOW, and Ports on the Yangtsze.) THE Company's Steamship "TELEMACHUS."

Captain Jones, will be despatched as above on WEDNESDAY, the 18th inst. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th May, 1887.--FOR SAIGON.

HE Steamship will be despatched for the above Port on WEDNESDAY, the 18th Instant. For Freight or Passage, apply to SOY SHING. Hongkong, 12th May, 1887.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SWATOW. CHEFOO TIENTSIN AND NEWCHWANG. FIHE Company's Steamship

"PAUMBEN," respectfully informed that, if upon their Captain Leask, will be despatched as above BILLS OF LADING FOR BATAVIA, PERSIAN JARDINE, MATHESON & Co., General Managers. Hongkong, 13th May, 1887. THE "BEN" LINE OF STEAMERS.

> FOR YOKOHAMA AND KOBE. THE British Steamer " BENLARIG." Captain Clark, will be despatched as above on or about the 19th instant. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Hongkong, 12th May, 1887. wich Islands, Polynesia, Mexican Ports, Panama-STEAM TO NAGASAKI, KOBE, AND YOKOHAMA

(Passing through the INLAND SEA). Taking Cargo on through Bills of Lading to CHEMULPO AND WLADIVOSTOCK. THE P. & O. S. N. Co.'s Steamship "TEHERAN." at DAYLIGHT.

E. L. WOODIN. Acting Superintendent. Hongkong, 11th May, 1887. THE "GIBB" LINE OF STEAMERS. FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and taking through Cargo for QUEENSLAND PORTS, ADELAIDE, TASMANIA NEW ZEALAND, &c.) HE British Steamer

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from Japan, will be despatched as above on

CHINA NAVIGATION COMPANY, LIMITED. FOR TIENTSIN.

" CHEFOO." For Freight or Passage, apply to BUTTERFIELD & SWIKE, Agents. Hongkong, 13th May, 1887.

FOR HONOLULU.

WITH OPTION TO CALL AT YOROHAMA.

Captain Panue, will load here for the above Port, and will be despatched on or about the 25th instant. For Freight or Passage, apply to EDUARD SCHELLHASS & Co.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship 'LENNOX." J. Thearle, Commander, will be despatched for the above Port on or about the 80th instant. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Agents.

Hongkong, 6th May, 1887.

Hongbong, 3rd May, 1887. STEAM TO SHANGHAI. THE P. & O. S. N. Co.'s Steamship

" VERONA" will leave for the above place about 36 hours after her arrival with the next English Mail. E. L. WOODIN. Apping Superintendent.

VESSELS ON THE BERTH. CANADIAN PACIFIC LINE. TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

THE CANADIAN PACIFIC RAILWAY and other connecting Railway Lines & Steamers THE British Steamship

"ABYSSINIA," 3,651 Tons Register, Alex. Marshall, Commander, [833] will be despatched for VANCOUVER, B.C., FITHE Hawaiian Bark IL KOBE AND YOKOHAMA, ON WEDNES-DAY, the 18th May, at THREE P.M. To be followed by S. S. "PARTHIA," 4th June, and S. S. "BATAVIA," 25th June. These steamers, formerly in the CUNARD Ser-

vice, have lately received New Engines and Boilers, and can maintain a speed at sea of from 13 to 14 knots. Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular teamers of the Pacific Coast STEAMSHIP

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway ped line ever constructed on the American Continent, and specially adapted for Summer travelling. Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. Brown, District Freight

Agent, Vencouver, B.C., and sent to us. Freight will be received on Board until 4 P.M. on the 17th instant. All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until FIVE P.M. the day previous to sailing. For information as to Passage or Freight,

apply to ADAMSON, BELL & Co., Agents. Hougkong, 13th May, 1887.

STEAM FOR SINGAPORE, PENANG, COLOMBO. ADEN, SUEZ, PORT SAID, MALTA. GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B.-CARGO CAN BE TAKEN ON THROUGH above Port, and will have quick despatch. GULF PORTS, MARSEILLES, TRIESTE, HAM-BURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship Curtis, Master, will load here for the above "DECCAN," Captain Case, with Her Port, and will have quick despatch. Majesty's Mails, will be despatched from this for BOMBAY on THURSDAY, the 19th May, at Four P.M. Cargo will be received on board until 10 A.M. Parcels and Specie (Gold) at the Office until Noon, on the day of sailing. Tes, Silk, and Valuables for Europe will be transhipped at Colombo; General Cargo for

London will be transhipped at Bombay, arriving Geo. Parker, Master, will load here and will one week later than by the ordinary direct route | have quick-despatch. For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong. The Contents and Value of Packages are re-

quired to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's A. C. Paulson Master, wil load here for the letters. Black Bills of Lading. E. L. WOODIN, Acting Superintendent. Hongkong, 12th May, 1887.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY

Haskell, Master, shortly expected here, will THROUGH TO NEW YORK, VIA OVER-LAND RAILWAYS, AND TOUCHING AT | YOKOHAMA AND SAN FRANCISCO. THE U. S. Mail Steamer "CITY OF

PEKING," will be despatched for San Francisco, via Yokohama, on TUES-DAY, the 24th May, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the

Company's and connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES.—Passengers, who have OWNERS, will be RESPONSIBLE for cany for China or Japan (or vice versa) within six of the following Vessels during their stay in months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return | CHANGSHA, Brit. str., Williams -Butterfield &

Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount F. H. DREWS, Ger. bk., Rothbart.-Order. of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe. Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcal Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Cellector of Customs at San Francisco.

For further information as to Passago and SPINAWAY, Brit. sch., Garrick.—Siemssen & Co. Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. VELOCITY, Brit. bk., Martin .- Pustan & Co. C. D. HARMAN, Agent. 13 VESTASIAN, Brit, str., Stevens.-Arnhold, Hongkong, 6th May, 1887.

FOR HAVRE AND LONDON. THE 100 A I British Ship "NARCISSUS,"

load for the above Ports, and will have quick Guette, "Japan Gazette Summary," and descriptions and descriptions and despatch. For Freight, apply to CARLOWITZ & Co.

MacKintosh, Master shortly expected here, will

MAILS EXPECTED. VESSELS ON THE BEETH

STEAM FOR

LOMBO, ADEN, SUEZ

BLACK SEA PORTS

AND LA PLATA;

LONDON, HAVRE, BORDEAUX,

-DUNKIRK, AND-ANTWERP.

places of Europe.

Hongkong, 14th May, 1887.

THE 3/3 L II German Bark

For Freight, apply to

Hongkong, 9th May, 1887.

HE 100 A I British Ship

For Freight, apply to

For Freight, apply to

Hongkong, 3rd May, 1887.

THE A. I. British Bark

For Freight, apply to

For Freight, apply to

Hongkong, 3rd May, 1887

and will have quick despatch.

Hongkong, 5th May, 1887.

HE 33.A. I.I. American Ship

For Freight, apply to

For Freight, apply to

For Freight, apply to

HE A. I. British Bark

For Freight, apply to

For Freight, apply to

For Freight, apply to

For Freight, apply to

Hongkong Harbour :-

Karberg & Co.

& Co.

Hongkong, 3rd May, 1887.

THE S. LL II German Bark

Hongkong, 2nd April, 1887.

Hongkeng, 1st April, 1897.

THE 3/3, A. I. I. American Bark

Hongkong, 25th April, 1887.

THE S/3 A I.I. British Bark

Hongkong, 24th March, 1887.

Hongkeng, 10th May, 1887.

HE 3/3 L II American Ship

THE 3/3 L II Norwegian Bark

Port, and will have quick despatch.

Hongkong, 11th May, 1887.

THE 3/3, L. I.I. British Bark

Ports, and will have quick despatch.

Ports and will have quick despatch.

Hongkong, Elst March, 1887.

FOR LONDON AND HAMBURG.

"HYDRA."

FOR HAVEE AND LONDON.

"AMPHITRITE,"

Anderson, Master, will load here for the above

FOR HONOLULU.

"LILIAN!

G. B. Holland, Master, will load here for the

FOR HONOLULU.

" VELOCITY,"

FOR LUNDON AND HAMBURG.

"TOBIQUE."

Davis, Master, shortly expected here, will load

FOR NEW YORK.

"MENTONE,"

Rafu, Master, will load here for the above Port

FOR NEW YORK.

"WACHUSETT,

FOR NEW YORK.

"JOHN C. POTTER,"

FOR VICTORIA (V.I.)

"PENSHAW,"

FOR NEW YORK.

" MANREGAN,'

FOR NEW YORK.

"SONNTAG."

FOR LONDON AND HAMBURG.

"HEINRICH.

NOT RESPONSIBLE FOR DEBTS.

HYDRA, Ger. bk., Binge.-Siemssen & Co.

PARTHIA, Brit. str., Brough.-Adamson, Bell &

PORT VICTOR, Brit. str., Williams.-Siemesen

TA HONGKONO, Siam. ship, Jaesscher.-Order.

JAPAN GAZETTE,"

YOKOHAMA.

TAVING been appointed AGENT in HONG-

HONG and SOUTH CHINA for the Japan

Advertisements will be received at this Office.

Hongkong Daily Press Office.

Hongkong, 23rd May 1877

Neither the Captains, the Agents, nor the

above Ports, and will have quick despatch.

J. T. Bannau, Master, will load here for the

above Port, and will have quick despatch.

above Port, and will have quick despatch.

THURSDAY, the 26th May, at

G. DE CHAMPEAUX,

CARLOWITZ & Co.

GONSALVES & Co.

GONSALVES & Co.

PUSTAU & Co.

* CARLOWITZ & Co.

PUSTAU & CO.

CARLOWITZ & Co.

PUSTAU & Co.

FUSTAU & Co.

CARLOWITZ & Co.

THE ENGLISH MAIL COMPAGNIE DES MESSAGERIES The P. & O. steamer Verona, with the English MARITIMES mail of the 15th April, left Singapore at 5.30 PAQUEBOTS POSTE FRANCAIS. p.m. on the 11th, and may be expected here on NOTICE. or about the 16th instant,

THE GERMAN MAIL. SAIGON, SINGAPORE, BATAVIA, CO. The N. L steamer Sachsen, with the German mail of the 19th April, left Singapore at 9 a.m. PORT SAID, MEDITERRANEAN, AND on the 14th, and may be expected here on or MARSEIGLES, AND PORTS OF BRAZIL | about the 19th instant.

THE AMERICAN MAIL. The O. & O. steamer San Pable, with the next American mail, left San Francisco or the 26th April, and may be expected here on or about the 25th instant.

Noon, the Company's Steamship SAGHALIEN," Commandant Homory, with STEAMERS EXPECTED. MAILS, PASSENGERS, SPECIE, and The D. D. R. steamer Iphigenia left Singapore CARGO, will leave this Port for the above on the 9th, and is due here on the 16th instant The O. S. S. Co.'s steamor Telemachus left Cargo and Specie will be registered for London as well as for Marseilles, and accepted in Singapore on the 10th, and is due here on the transit through Marsoilles for the principal 16th instant. The Ben Line steamer Benlarig left Singapore Shipping Orders will be granted till Noon

Cargo will be received on board until 4 P.M., on the 11th, and is due here on the 17th instant. Specie and Parcels until 3 P.M., on the 25th The Union Line steamer Hampshire left May, 1887. (Porcels are not to be sent Singapore on the 11th, and is due here on the on board; they must be left at the Agency's Office.) Contents and value of Packages are The Union Line steamer Oxfordshire left

Singapore on the 12th, and is due here on the For further particulars, apply at the Com-19th instant. The Glen Line steamer Glenfinlas left Singspore on the 13th, and is due here on the 19th

instant. The O. S. S. Co.'s steamer Patrochus left 21st instant. Binge, Master, will load here for the above

Singapore on the 15th, and is due here on the The Austro-Hungarian Lloyd's steamer Titania left Colombo on the 6th, and is due here

POST-OFFICE NOTICES.

on or about the 24th instant.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addresses need do is to note on the cover, Sent to _____, or Received at 7 p.m., or as the case may be, and forward it, without any other writing without the Fostmaster General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY-No delivery is attempted on board Ship, at the Peak, Kowlcon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1886, revised to date will be found in the Daily Press Directory, p. 385 large edition, p. 701 small edition. This is the only authorized complete Summary of Postal information published in Hongkong. R. Martin, Master, will lead here for the above

> The authorised last of Mails assued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given

A MAIL WILL CLORE. For Singapore.-Per Hesperia, to-day, the 16th inst., at 10.30 A.M. For Haifong .- Per Marie, to day, the 16th here for the above Ports, and will have quick inst., at 5,00 P.M. For Swatow, Amoy, and Foochow.--Per Namoa, to-morrow, the 17th inst., at 11.30 A.M.

For Singapore.—Per Vespasian, to-morrow, 1910 the 17th inst. at 4.30 P.M. Fer Kobe, Yokohama, Vancouver (B.C.), Cansds, the United States, &c. Per Abyesinia, on Wednesday, the 18th inst., at 2.30 P.M. For Straits Settlements .- Per Protos, on Wednesday, the 18th inst., at 4.30 P.M. For Swatow, Chefoo, Tientsin, and New-chwang.—Per Paumben, on Thursday, the 19th inst, at 11.30 A.M.

For Nagasaki, Kobe, and Yokohama.--Per 925 Teheran, on Friday, the 20th inst., at 5.00 P.M. For Nagasaki, Kobe, and Yokohama.-Per Glenarinoy, on Saturday, the 21st inst.; at 11,30

MAILS BY THE BRITISH PACKET. The British Contract Packet Deccan will Chs. C. Oakland, Master, will load here for the be despatched on THURSDAY, the 19th May, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi; to [948] the Straits Settlements, Natherlands India. Burmah, Ceylon, India, Aden, Egypt, Malta, and The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE FRENCH PACKET. The French Contract Packet Saghalien will be despatched on THURSDAY, the 26th inst. with Mails to the United Kingdom, Europe and places beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies Aden, Natal and the Cape, Egypt, Malta, and MELCHERS & Co.

The usual hours will be observed in closing the Mailé. &c. The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such

HOURS FOR CLOSING THE CONTRACT MAILS. THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:-Day of Departure.

NOON.-Money Order Office closes. 2.00 r.m.-Registry of Letters ceases. Posting of all printed matter and patterns ceases. 3.00 P.M. - Mails closed, except for Late Letters. here for the above Port, and will have quick 3.10 r.m.—Letters may be posted with late form

of 10 cents until 30 P.M.—when the Post Office ses entirely 1913 3.40 P.M. - Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

> THE PRENCH AND GERMAN MAILS. Day before Departure. Money Order Office closes. German Mail 4 P.M. Post Offlor closes, except the

night box, which is always open out of office Day of Departure.

A.M., Post Office opens. all printed matter and patterns ceases. 11 A.M., Mail closes, except for Late Letters. 11.10 A.M., Letters may be posted with Late Fee 11.30 A.M., when the Post Office closes entirely.

paid full fare, re-embarking at San Francisco DEBT contracted by the Officers or the Crews 11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure. SOLDIERS' AND SAILORS' LETTERS. (1.) Privates in H. M. Army or Navy. Noncommissioned Officers,* Bandmasters, School-HEINBICH, Gor. bk., Bannau.—Carlowitz & Co. masters (not Superintending or First Class) Writers, or School-mistresses may send half-LILIAN, Hawaiian bk., G. B. Holland. - Gonsalvos ounce letters to the United Kingdom by the

English Mail at the rate of two cents (one MANHEGAN, Brif. bk., Paulsen.-Ed. Schellhass penny) each, or by the French Mail at the rate of four cents (two pence) each. The postage Oopack, Brit. str., Jaques .- Amhold, Karberg must be prepaid in Hongkong Stamps. (2.) To other places not beyond Great Britain, such as India, Malta, &c., the postage is 2 cents POET AUGUSTA, Brit. str., Hogg.-Adamson. (3.) The same privileges apply to letters addressed to the Private and Non-commissioned Officers named above.

(4.) The letters must not exceed half an onnce No handkerchiefs, jewellery, &c., can be, sent even with the ends open. (5.)—If from a Soldier or Sailor his class and description must be stated in full on the letter the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c. in full. If to a Soldier or Sailor, his class and de-

scription with name of regiment, ship, &c., must be stated in full. (6), Soldiers and Sailors have no privileges with regard to books or papers. But not Warrant Officers, Assistant Engineers Gunbers, Bostewains, or Corporters.

Printed and Published by R. CHATTERTON WILESON Wandlam Street, Hongtons.